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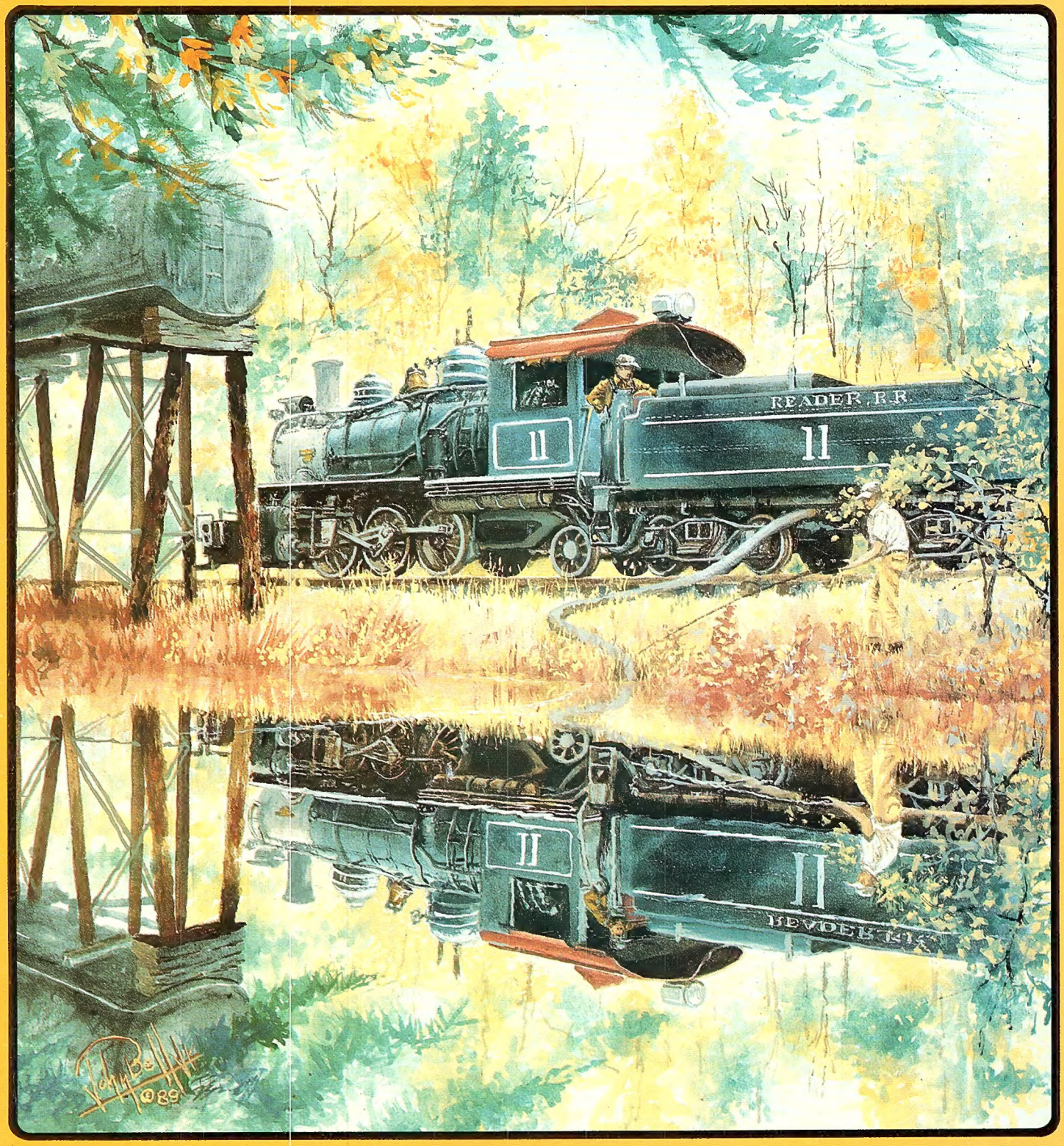

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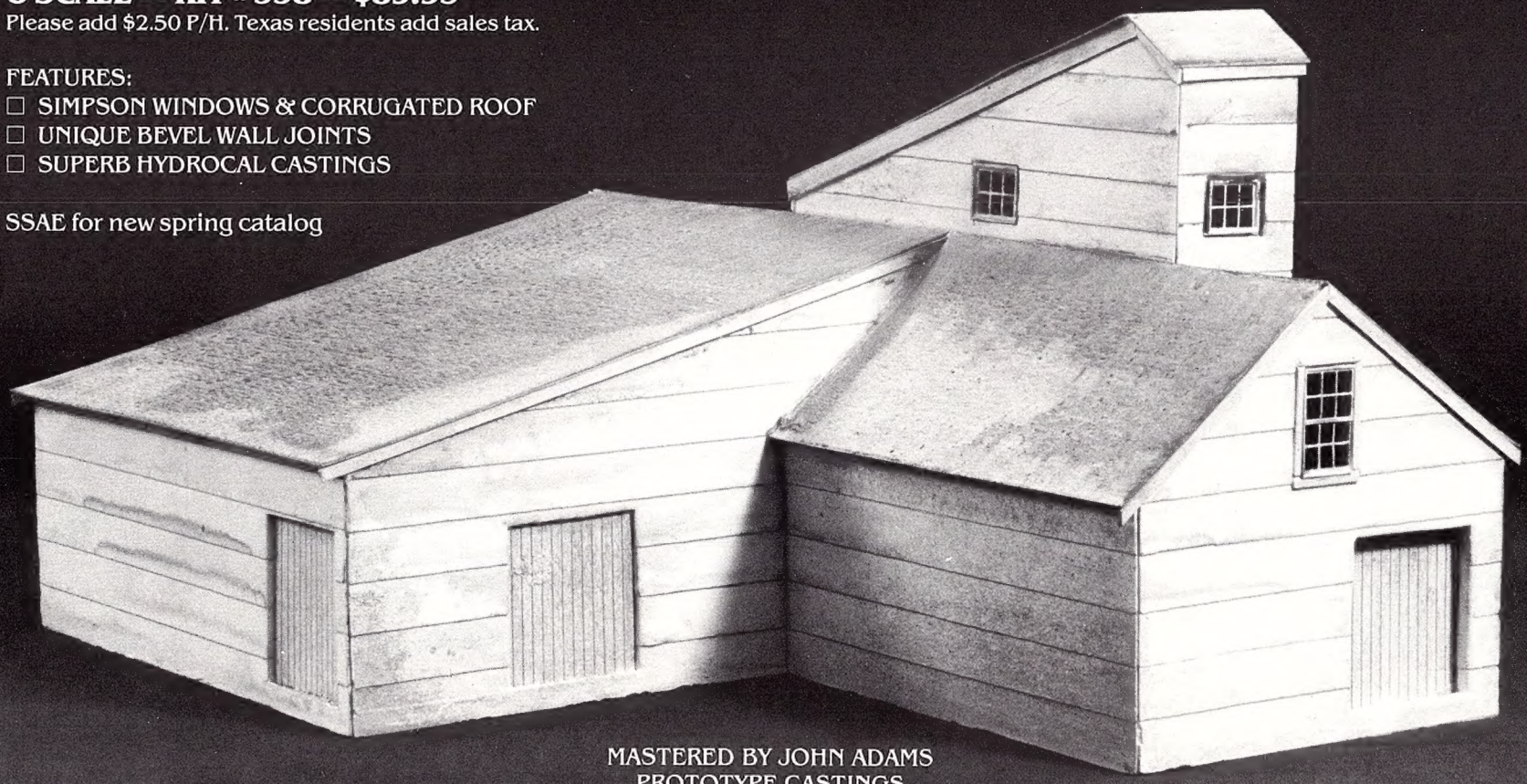

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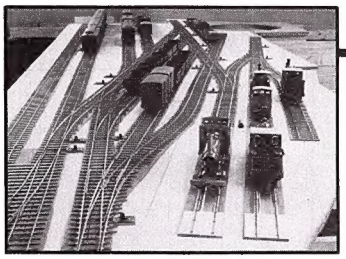

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COVER

John Bell Jr. painted this issue's cover. The painting is based on a photo taken by Bill Turner, of Arkansas Valley Models, near Dill's Mill, Arkansas, in 1960. The standard gauge Reader Railroad #11 is taking on water via a hose dropped into the creek that paralleled the track. (There was a strainer on the end of the hose to keep out the many fish, crawdads, and other critters.) Even though it was at the time the only scheduled freight service powered exclusively by steam in the country, the Reader Railroad was operated quite leisurely, so the conductor could do a little fishing while the engine filled up.

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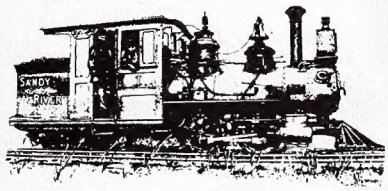

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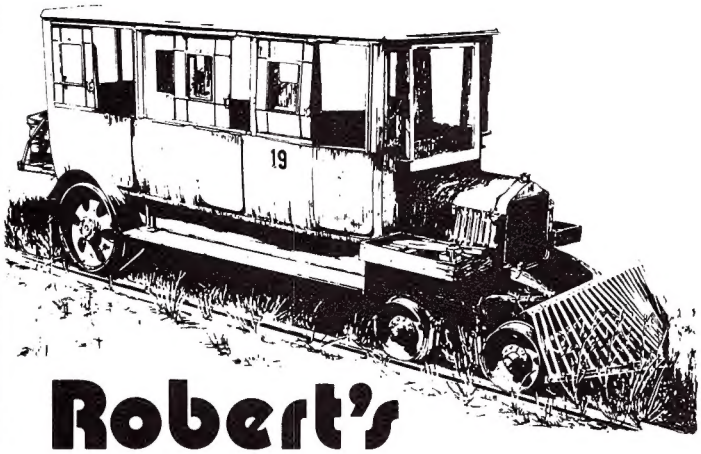


Robert's Ramblings....

Many **GAZETTE** readers have expressed an interest in Benchmark Publication's forthcoming book on U.S. trench railways of the First World War in France. The author, Rich Dunn, has presented me with such a wealth of material that our new book, *Narrow Gauge to No Man's Land,* is way behind schedule. The Benchmark staff is hard at work on it (in between our other tasks) and we hope to have it available in early July. Watch our ads in the **GAZETTE** for information. (If you have reserved a copy you will get an order form as soon as it's ready.)

Many of you have asked for a book version of Harry Brunk's on-going series "Up Clear Creek on the Narrow Gauge" and that is what I plan for Benchmark's next book. Included will be Harry's specially written introduction covering some of his construction techniques, and a section of color photos of his layout.

The Cumbres station plan in this issue is the first of several "Don Brown Memorial Plans." These plans were drawn by Wesley Ewell and were included in the old San Juan Engineering O scale kits produced by the late Don Brown. At the last Narrow Gauge Convention, Don's widow, Sandy, gave me these plans for use in the **GAZETTE**. Thanks, Sandy!

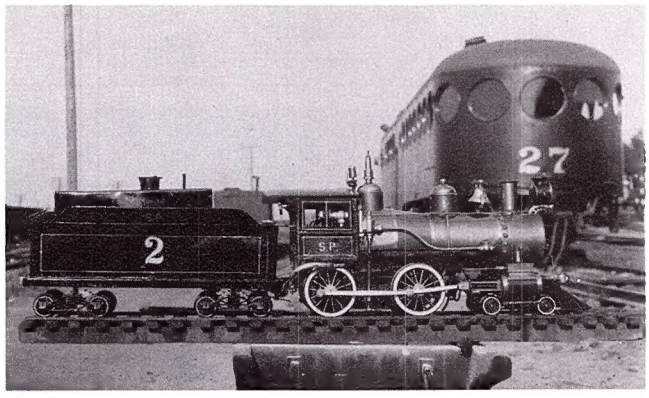
Don not only produced kits but was instrumental in organizing narrow gauge get-togethers in the New Jersey area for many years. Before he and Sandy moved to New Jersey, they lived only a mile away from me, and Don and I spent many happy hours on our way to various local railroad events. I'm sure Don would be pleased to know that plans from his kits will now be available to **GAZETTE** readers.

Ted Wurm sent in these photos taken in 1915 of a live steam model called "S.P. 2." The maker of this 4-4-0 is unknown but it was probably the same person who made "S.P. 1.". Ted had no photos of "S.P. 1" but he did send in some of its history.

Dave Welch, original source of the photos shown, was an engineer on the Southern Pacific. Ted obtained them in 1975 from John M. Haines of Concord, California. Haines, an employee of the Bay Area Rapid Transit District, owned the live steam locomotive, "S.P. 1," built in 1882 at Gold Run, California, by one Captain Davidson, a Southern Pacific agent on the Donner Line. Before Haines got her, "S.P. 1" was operated on an oval 6¼-inch gauge track at Auburn, and used in air-operated displays in West Oakland, and at the Third & Townsend Passenger Station in San Francisco. She was eventually raffled off at Tracy, California, after the death of Captain Davidson's son Clarence, a Southern Pacific dispatcher.

Haines suggests that Captain Davidson also built "S.P. 2" probably sometime between 1883 and 1900. The locomotives are very similar in workmanship and appearance.

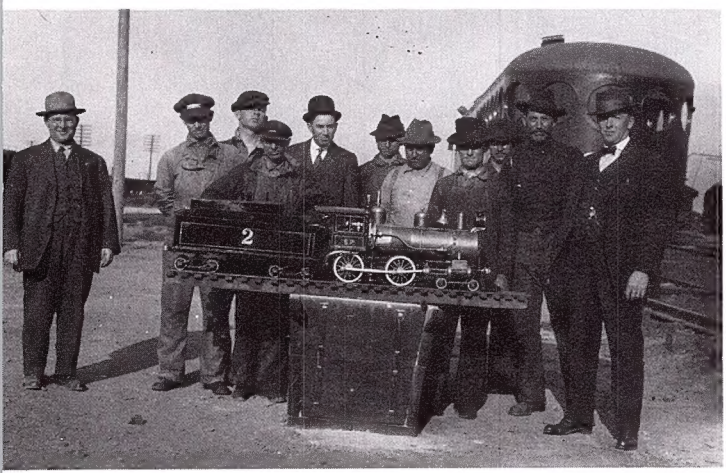
Bob Brown



"S.P. 2," a live-steam 4-4-0 (probably 6¼-inch gauge) model photographed on March 22, 1915, in Tracy, California. The legend on the edge of the negative reads "H.O.W. #2 & SP Motor 27." Number 27 refers to the McKeen motor car in the background. *Photo from the collection of Dave Welch, courtesy of John M. Haines and Ted Wurm.*

On the back of this photo is a note that reads "SP trainmen with model S.P. 2 at Tracy yard, 3/22/1915. H.O. Walker Ry. Eng. #2." McKeen motor car #27 in the background carried passengers back and forth between Tracy and Fresno. *Photo from the collection of Dave Welch, courtesy of John M. Haines and Ted Wurm.*

According to the note on its back, this photo shows "Stockton Div. float and H.O. Walker train with live steam S.P. 2 at San Francisco for parade 3/23/15." *Photo from the collection of Dave Welch, courtesy of John M. Haines and Ted Wurm.*



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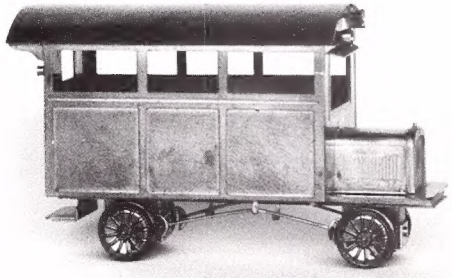

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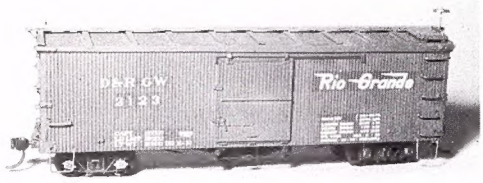

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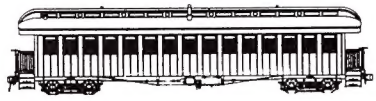

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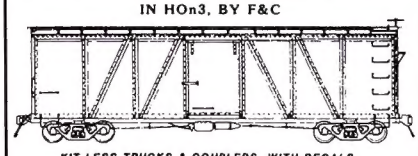

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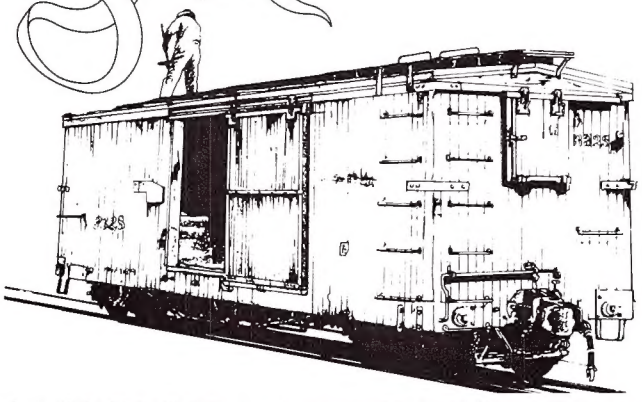

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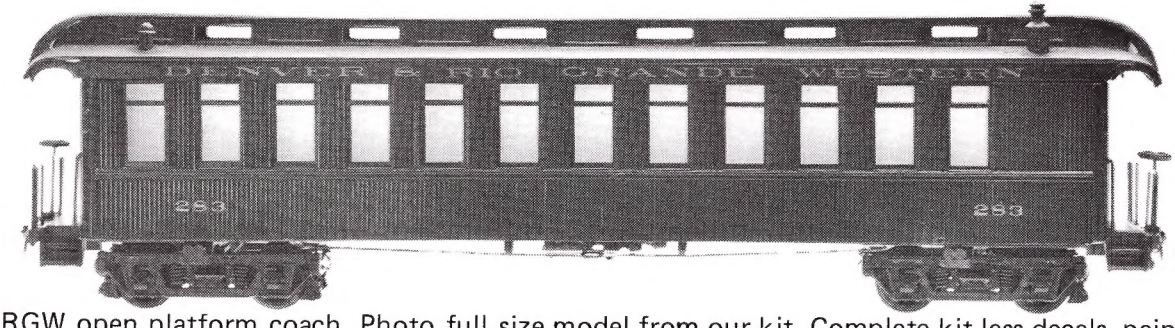

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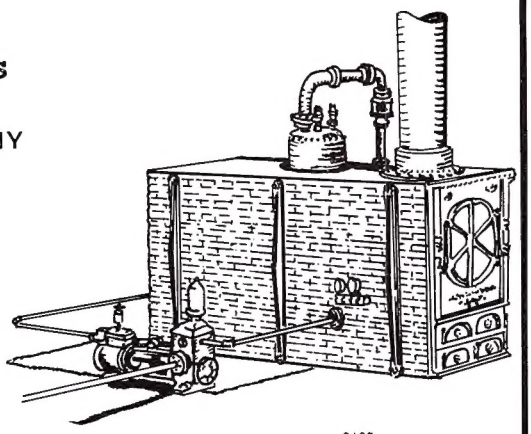

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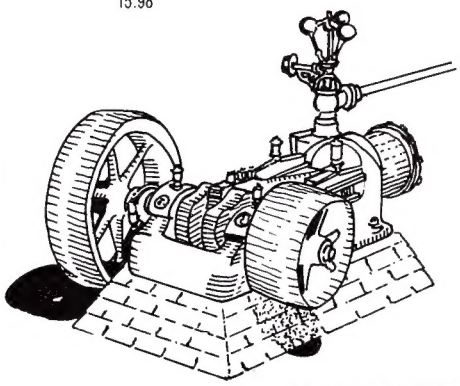

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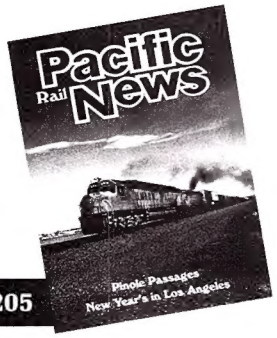

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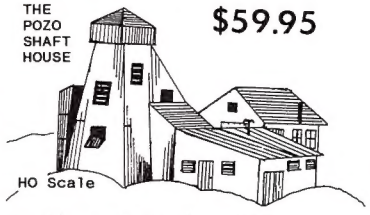

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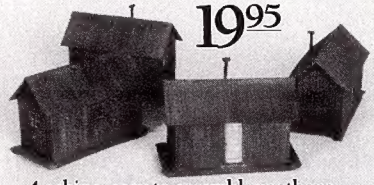

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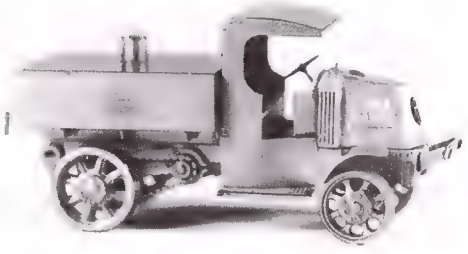

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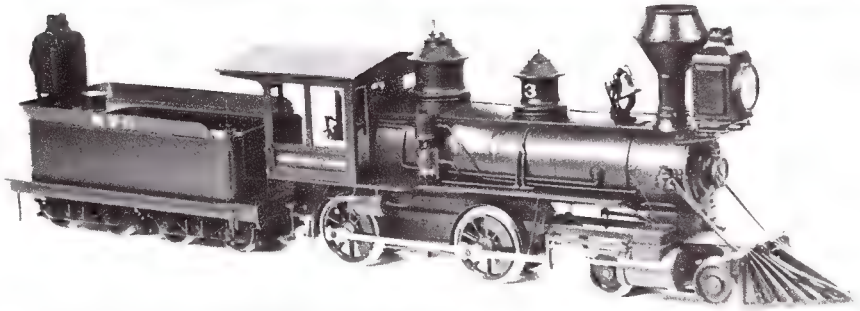

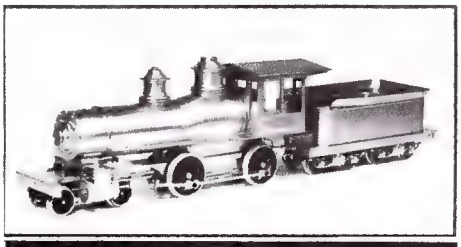

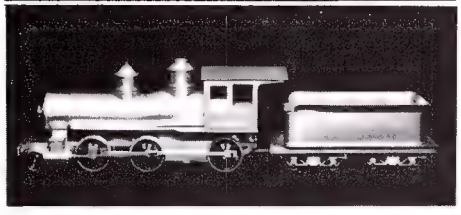

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NEW in REVIEW

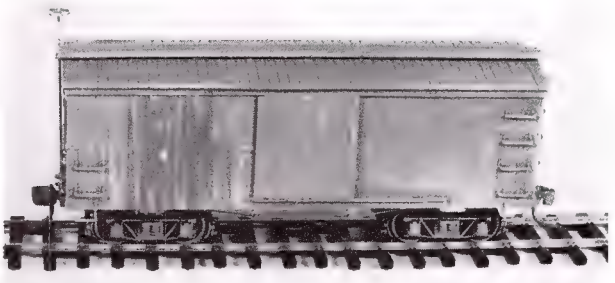
The Hudson Carriage Co., 435 Kingswood Ave., Eugene, OR 97405 has the first of a new line of wheeled vehicle kits ready. The first one is a very detailed O scale model of a set of logging high wheels. These are available in horse-drawn or tractor-drawn versions for $32.50 each. HO scale versions of these kits are on the way. The kit is composed of well-detailed white metal castings and pre-cut wood. You merely have to clean the castings, color them and the wood, and assemble the kit. I used Hobby Black to color my metal parts. The kit is so detailed that it can actually be made to lever up scale logs. I really hope that HCC brings out more kits like this one. *Bob Brown.*

Boomtown Models, P.O. Box 181774, Dallas, TX 75218 has a new set of detailed castings for a multi-scale oil well pump. Prototype oil well pumps range from 50 feet tall down to only 5 feet tall. On your HO layout this pump will be 25 scale feet tall, if you model in S it will be 16 scale feet, if your're in O it will be 13 scale feet, and for you ½-inch scale modelers, it will come out to the minimal 5 scale feet. Available for $24.95 from your local dealer, the kit is composed of well-detailed white metal castings. An additional $24.95 will buy a motorizing kit so your pump will work. *Bob Brown.*

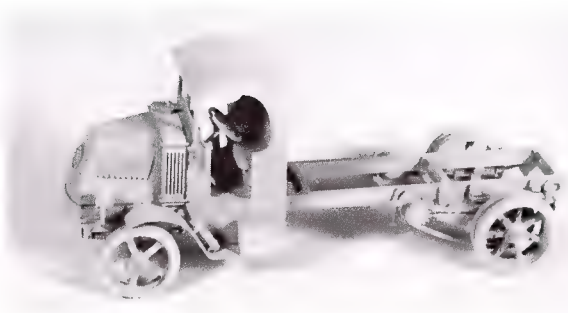
San Juan Car Co., 230 Appian Way, Union City, CA 94587 has released their new On3, post-1924, rebuilt Denver & Rio Grande 3000 series boxcar kit. This car is designed to be nicely detailed and easy to assemble. The car can be assembled so the floor and underframe pop out making it easy to paint the interior and add a load. The body is made up of eleven major styrene castings which include a completely detailed interior. Adding other styrene and Delrin details plus wire hand grabs and truss rods, brake detail, and piping completes the assembly. The Camel type doors have detail on both the outside and inside – assembling the car with one door open will show off the inside detail. I found the one-piece roof walk and needle beam castings really helped speed up assembly. The places to apply the grab-irons are spotted for you, eliminating the tedious measuring often involved in locating these parts. Wire is provided for hand-grabs, truss rods, brake rods, and some piping. Trucks, Thinfilm decals, and several pages of instructions and drawings complete the kit. The kit is set up for Kadee couplers (not included). **GAZETTE** author, Keith Brown, built and painted the car shown in my photo. My five cars are still in Primer Gray waiting for me to finish them. This kit sells for $34.95, and if you have an On3 layout and were wondering how to build a fleet of 3000 series boxcars, here is your answer. *Dave Adams.*

Trains of Texas, 10606 Sagewind, Houston, TX 77089 has three new O scale plaster kits ready. The first is a one-piece powder house for $19.95. The second is a one-piece brick outhouse for $13.95, and the third is a multi-piece outhouse called "John's John" for $13.95. (Add $2.00 postage for each kit when ordering direct.) The powder house and brick outhouse merely have to be painted and have pre-cut strip wood roofs added. "John's John" has to be assembled, painted, and detailed with wood strips. These nice, easy-to-assemble structures will make neat details on your O scale layout. *Bob Brown.*

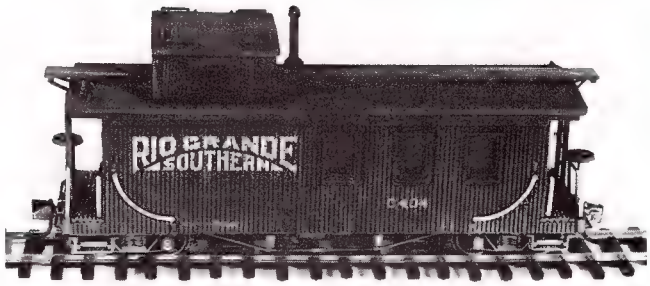
Precision Scale Company, P.O. Box 1262, Woodland, CA 95695 has introduced the first four in a new line of assembled O scale structures made in Korea. These four water tanks vary in roof styles (shingled or tar paper), and height of support timbers – suitable for use on either On3 or O gauge layouts. They come lightly painted so the modeler can further paint or weather to suit his taste. The one in the photo was designed for use on an On3 layout, and is a buff color with prominent grain in the sides of the tank. The roof is made up of brown painted strips of wood that simulate tar paper. The tank bands are light tan paper with plastic fasteners. The support timbers are held together with tie bars with nut/bolt/washer castings. A detailed water spout and chain assembly, roof hatch, frost box with door, and round finial on top of the tank complete the detailing. PSC recommends a light weathering to blend the details of the tank together. These tanks sell for $50.00 and should be a welcome product for those of you who want your structures already assembled. *Bob Brown.*



Puffing Billy Models, P.O. Box 254, Mooroolbark, 3138, Victoria, Australia, has a neat little new HOn30/HOn3 24-foot-long Bellevue & Cascade boxcar. It was a pleasure to build – the instructions are clear and logical and include a history of the car. The car body, roof, doors and roofwalk are well-done injection moldings. The wire hand-grabs need to be added, and individual boards are provided for the floor. The predominant feature of this kit is the white metal underframe that gives the car weight and a low center of gravity. Check your dealer for this car, less trucks and couplers it's $12.95. *Jim Vail.*



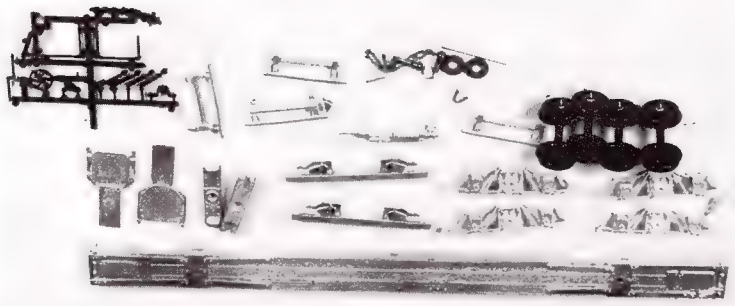
C.H.B. Models, P.O. Box 93, Lakehurst, NJ 08733 has a new O scale chain-drive Mack truck chassis kit ready. I just completed assembling mine and it is beautiful. The kit includes excellent Cerro-Bend castings that have virtually no flash. The main frame of the chassis is made from strip styrene and had to be cut to length. All of the other parts were ACC'd to the main frame. The kit makes only the chassis (see photo) – you will have to add a body. C.H.B. now has a logging trailer available, and I hope they are planning to come out with other trailers and bodies for this excellent kit. The Mack sells for $39.95. *Bob Brown.*



The Model Railroad General Store, P.O. Box 10131, Burbank, CA 91510 has re-introduced the old HOn3 E&B Valley, Rio Grande Southern 0404 long caboose kit. The kit makes up rapidly but it comes with plastic die-cut ladders and hand grabs that I replaced with wire and a pair of Taurus ladders. I also replaced the turnbuckles, brake wheels, and trucks with Grandt Line parts. I found the instructions a bit hard to follow, but the kit is simple and easy to assemble. Make sure you add the truss rods before you assemble the body. I used Kadee couplers on my caboose. It is great to see this little caboose back on the market. It sells for $18.50.

MRRGS has also re-introduced the E&B Valley stockcars and is planning to bring out the passenger car kits in the near future. *Jim Vail.*

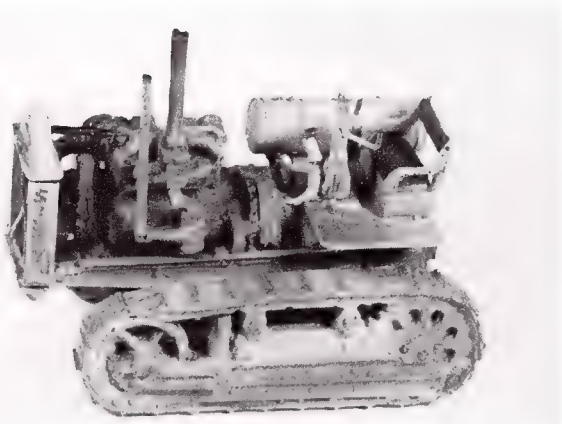
P-B-L, P.O. Box 749, Chama, NM 87520 has an Sn3 West Side/Swayne Lumber Company 38-foot skeleton car kit available. This kit has a nice heavy white metal car body with most of the detail cast on. The white metal trucks come with wheels, and the car is designed to accept the Kadee couplers provided in the kit. Thinfilm decals also are provided, as well as a step-by-step set of instructions, and a photo of the prototype car. This is an excellent kit that will look great and "track" well on your layout. It sells for $24.95. *Bob Brown.*



The C&S Connection, 17870 Black Squirrel Rd., Colorado Springs, CO 80908 is a valuable source of information and parts for the Colorado & Southern modeler. This company offers plans and white metal castings for C&S equipment, as well as a custom building service. The photo shows one of their custom-built C&S boxcars. Built of wood, it has some C&S Connection detail parts, Kadee couplers, some Grandt Line detail parts, and Grandt Line trucks. These cars are available direct only from C&S for $115.00 (painted). Send LSSAE for price list, or $3.50 for catalog. *Bob Brown.*

KwiKit, P.O. Box 39C, Crawford, NE 69339 has a new HO scale Caterpillar 60 tractor kit that can be used for farming, logging, or mining. This is not a "shake-the-box" kit – it is a "craftsman" kit composed of many small and detailed epoxy castings along with some very well-done instructions that include super sketches by **GAZETTE** author, Harry Brunk. I worked slowly on my kit, gluing and painting as I went along, and the result was well worth the time and effort. Although the prototype tractors were painted gray with black lettering before 1930, I painted my model Floquil SP Armour Yellow, The tractor kit sells for $15.95 plus $2.50.

KwiKit also has a new HO scale 1927 Chevrolet kit available. It is made up of epoxy castings and comes in a two-pack that will make up into one coupe and one four-door Chevy. These vehicles were once very common, but models of them have not been offered before. The Chevy kits sell for $12.95 plus $2.50. *Jim Vail.*

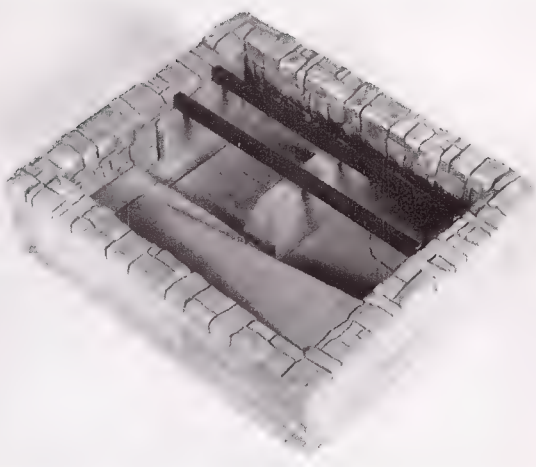


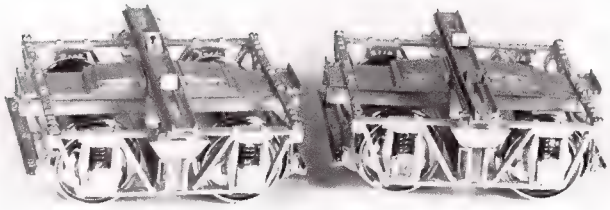
Builders In Scale, P.O. Box 441432, Aurora, CO 80044 has their new HO scale Tennessee Pass Depot ready. Although based on a D&RG high country prototype, this delightful little two-story building would be at home on any narrow gauge or short line layout. The building only takes up 5 x 3½ inches of space. Materials are included for either a brick or wooden foundation. The kit has several new castings including an old-time telephone, a counterweight scale, coal and sand bins, a clock, and wrought iron benches. There are over 75 metal castings in the kit, as well as period signs and some of the new "snow" that is marketed separately by Builders In Scale at $2.98 a bag. This limited run kit sells for $57.95. *Bob Brown.*

The Building & Structure Company, P.O. Box 1296, Fenton, MO 63026 is a new company formed by well-known Sn3 modelers John Kalin and Roger Malinowski. Their first kit is a wonderful little stone and wood structure called the "J.R. Siedel Welding Shop." It consists of very fine and well-detailed plaster castings, plastic windows and doors, corrugated roof material, scribed sheet styrene roof material, strip wood and a white metal stove pipe. The instructions are detailed and cover how to paint the plaster castings and other parts. There is a color photo to help you get your colors right. This kit sells for $26.95 plus $2.50.

The new company's second kit is for an ash pit. It consists of plaster castings for the stone pit, the cement floor, and the cement support for the styrene girders that hold up the rails. This kit can also be used in On3, On30, or On2. Mine is bound for Tuolumne Forks. The ash pit sells for $19.95 plus $3.00. *Bob Brown.*

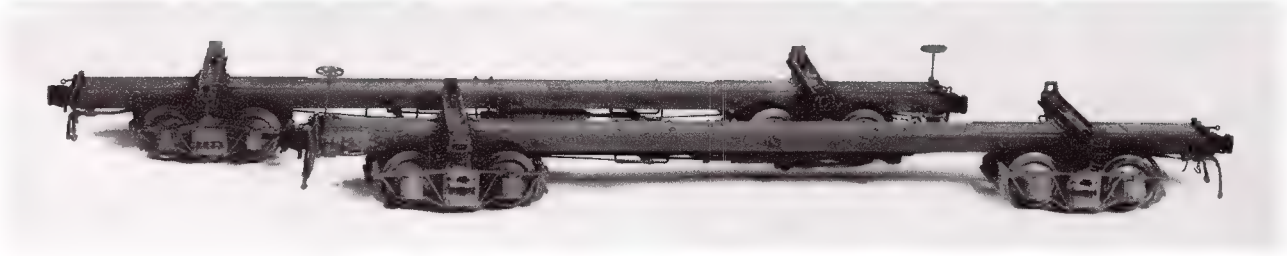
Caboose Hobbies, 500 South Broadway, Denver, CO 80209 is selling a limited number of HO scale kits of the Leaverite Mine specially made for them by Builders in Scale. (The photo is by Bruce Nall of Select Image Photography in Littleton, Colorado.) This is a wonderful mine complex and only takes up 11 x 6 inches of space. The kit includes pre-cut basswood, white metal castings, other materials, and complete instructions. The kit (limited to a run of 500) sells for $49.95. *Bob Brown.*





Sumpter Valley Depot, 135 N.W. Greeley Ave., Bend, OR 97701 has a new set of O gauge Snohomesh disconnected log trucks. These sprung-brass trucks were made for SV by Overland Models. The castings are excellent and the cars run well. The springing is very light, so with a load the cars should swing and sway like the prototype. The trucks sell for $75.00 a pair or $195.00 in a set of three pairs. *Bob Brown.*

Beaver Creek Model Company, P.O. Box 609, Tuolumne, CA 95379. Almost as soon as the new Beaver Creek "Collector's Editions" On3 West Side skeleton log cars arrived on my desk, they were painted and burnishing the rails of my Tuolumne Forks layout. These outstanding brass cars come completely assembled with sprung brass trucks, and are already drilled to take On3 Kadee couplers. These cars are 38 scale feet long so you will want to make sure they will go around your logging curves. Mine roll happily over the 34-inch radius curves of my layout. Three versions of these cars are available: a 5200-foot capacity car with Russel trucks; a 6500-foot capacity car with Swayne trucks; and a 5200-foot capacity car with standard West Side trucks. *Bob Brown.*



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In Brief...

Ron Rudnick, 215 Union Ave. #143B, Campbell, CA 95008 has a 17-page loose leaf set of drawings and other information called *The Denver, South Park & Pacific Early Narrow Gauge Freight Car Modeling Guide.* It's chock-full of plans and data on these cars. The price is $6.00...

The Yakima Valley Railroaders, 428 So. 48th Ave., Yakima, WA 98908 has a second edition of their booklet *Modular Specification of the White Pass and Yakima Valley Railroad.* This group has over seven years of experience in operating prize-winning modular railroads in HO gauge. The booklet has 26 pages of well-done drawings and text for the modular model builder. The club is asking $3.00 for this booklet...

Aero Mech Corporation, P.O. Box 49, Kendall Park, NJ 08824 has some "dress-up" kits for LGB and Delton boxcars and reefers. These kits include a brass brake wheel, white metal roof walk end supports, and for the Delton cars, a brake cylinder and turnbuckles. There are also some milk cans and other details. Send LSSAE to them for a complete listing...

The Sn3 Symposium has sceduled its conventions for the next four years. The sites are: 1990, Los Angeles,California 1991, Phoenix, Arizona; 1992, San Diego, California; 1993 Tucson, Arizona. (Their 1989 symposium in Tucson in February had 153 registrants, 19 manufacturers, and was covered by two TV channels.) For more details write to Roger Russell, 282 South Plumer, Tucson, AZ 85719 or call 602/882-0250 or 602/742-0291...

Green Frog Productions, 950 Bream Ct., Marietta, GA 30068 has branched into sound recordings with two cassettes: 1)East Broad Top steam sounds and, 2) GP-9 sounds. The EBT tape is 36½ minutes long and is available in Dolby B for $10.95 or DBX noise-reduction for $12.95. The GP-9 tape is 54½ minutes long and sells for $12.95 or $14.95 respectively. Try these in a Walkman, I did and wow...

Tom Yorke, P.O. Box 1330, Fontana, CA 92334 has a new 1934 green and yellow John Deere O scale tractor for $6.95 plus $2.50 postage...

Jim Trowbridge and John Vivian are each sponsoring special steam trips. The first is a special two-day chartered train of the 1950s from Chama, New Mexico, to Antonito, Colorado, and back over September 18 and 19, 1989. The fare is $400.00, and includes fare, box lunches and many photo run-bys. Contact Jim Trowbridge, 502 South Cody St., Denver, CO 80226 for details. The second special train will use the private car NOMAD and open gondolas, over the Durango & Silverton on September 20. The fare is $70.00. Contact John Vivian, P.O. Box 10131, Burbank, CA 91510 for details...

The final **Mid-Atlantic Narrow Gauge Guild Module Meet** will be held June 2-4, 1989, at the Pleasant Valley Volunteer Fire Dept., Pleasant Valley, Maryland. For further information, contact Steve Fisher, 3821 Shilo Ave., Apt. 13, Hempstead, MD 21074 or call 301/239-8564...

Don't overlook **GAZETTE** author **Harry Brunk's** excellent article on his layout in the May 1989 MODEL RAILROADER.

Link & Pin Hobbies, 7868 S. Magnolia Way, Englewood, CO 80112 has released a limited edition of an HO gauge kit called "The Pozo Shaft House." It's based on an actual mine in Nevada Gulch near Central City, Colorado. The kit features board-by-board construction, about 60 white metal castings by Builders In Scale, and step by step instructions, all for for $59.95...

Richard L. Hunter, 832 Geneva St., Aurora, CO 80010 has put together a little pocket-sized booklet designed to compliment Doris Osterwald's *Cinders & Smoke* (2nd edition Western Guideways, Lakewood, Colorado 1968) on your visits to the Durango & Silverton Railroad. It tells you where to see the train and has tips on safety, accomodations, food, travel, what to wear, and many other tid-bits of interesting information. Hunter's booklet, *Railfanning the Durango & Silverton Narrow Gauge R. R.* sells for $2.00, and will be especially helpful if you go to the Ninth Narrow Gauge Convention in Durango this September...

The Back Shop has been purchased by David Braun, P.O. Box 15285, Sacramento, CA 95851. Dave will have new catalog sheets available soon...

The Ninth National Narrow Gauge Convention, to be held in Durango, Colorado September 20 - 23, has a special train scheduled for September 19 on the Denver & Silverton Line. Write to Bob Shank at P.O. Box 2191, Durango, CO 81302 or call 303/259-0267 for more information...

Colorado Scale Models, 14541 E. Harvard, Aurora, CO 80014 will be offering six different O scale water tanks for the Colorado & Southern's Clear Creek branch. The first will be released in the fall, followed by another every two or three months...

Depot G Hobbies, OS 371, Florida Lane, Winfield, IL 60190 has their new *Large Scale Parts List No. 5* available for $4.00. Pages and pages of parts from 36 manufacturers...

Nathan Oxhandler, P.O. Box 790766, San Antonio, TX 78279 (512/341-3457) has issued an open invitation to all O scalers to join him in demonstrating O scale modeling at a booth at the National NMRA Convention in Houston the first week in August, 1989. Bring a simple kit or supplies to scratch-build a small item. Contact Nate for more details...

Errata: We listed the wrong P.O. Box on the review of Railroad Avenue Model's O scale figures on page 14 of the March/April issue. It's Box 550, not Box 555, Willits, CA 95490.

Duane Ely wrote in to say that the Yeon & Pelton engines that "Lucky Lindy" (March/April issue) were based on did not come from an elevated railway. See Duane's article on page 19 of this issue.

Ron Harr wrote to tell us that Sumpter Valley cabooses were not gray with black trim, as I mentioned in my review in the March/April issue, but were Boxcar Red with a black trim.

Ted Wurm pointed out that the Pacific Lumber Co. is located in Scotia, CA not Ft. Bragg, CA as noted on the ballast car plans in the March/April issue.

YEON & PELTON #3

A CLASSIC STEAM DUMMY IN On3

by Duane Ely

I researched all the information I could find on steam dummies before I started building my version of Yeon & Pelton #3. Steam dummies were widely used by Washington and Oregon logging outfits from the late 1880s into the early 1900s and information on them appears in a number of books. *Railroads in the Woods,* by John Labbe and Vernon Goe (Howell-North Books, Berkeley, California, 1961), and *Logging Railroads of the West* by Kramer Adams (Superior Pub. Co., Seattle, Washington, 1961) were very helpful. I also used John Labbe's excellent book, *Fares Please, the Portland Streetcar Years* (Caxon Printers, Caldwell, Idaho, 1980) for information. I was really taken by the Yeon & Pelton steam dummies, especially numbers 2 and 3. I am fascinated by the cosmetic changes these little Baldwins went through over the years. After their original enclosed streetcar bodies had worn out, new cabs were built in the company shops. There are photos of these engines with no cabs at all, and with a variety of different pilots, cab details, and piping.

I kitbashed my On3 version of Yeon & Pelton #3 from a Grandt Line Porter locomotive and two Testors' San Francisco Cable car kits. My model is not an exact copy of Yeon & Pelton #3, but captures its spirit. Because it isn't exact to the prototype, I could build it with a removable streetcar superstructure covering a wooden cab and have a steam dummy that can be operated in three different versions: 1) with a streetcar superstructure, 2) with a wooden cab, and 3) with no cab at all.

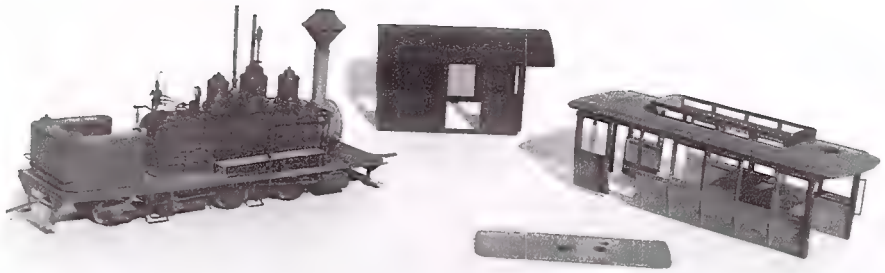
The author's On3 steam dummy with a street railway superstructure made from two San Francisco cable car kits. *Photo by the author.*

First I built up the Porter kit's mechanism and got it running smoothly. The frame for the superstructure was built from 4- x 4-scale-inch strips of styrene with scale 2-x 4-scale-inch bracing. A 2- x 12- scale-inch wood deck was added to the area where the water tank is located. The rest of the deck was made from sheet styrene, and nut/bolt/washer castings were added. The Porter is about 4 scale feet longer than the Yeon & Pelton prototype, but it doesn't bother me that this made my frame come out too long for the prototype.

The Porter boiler is very close to the Baldwin type, however, I did remove the two center boiler bands and replace them with one band. I also cut about ¼-inch off the rear of the smokebox to make it look more like a Baldwin boiler.

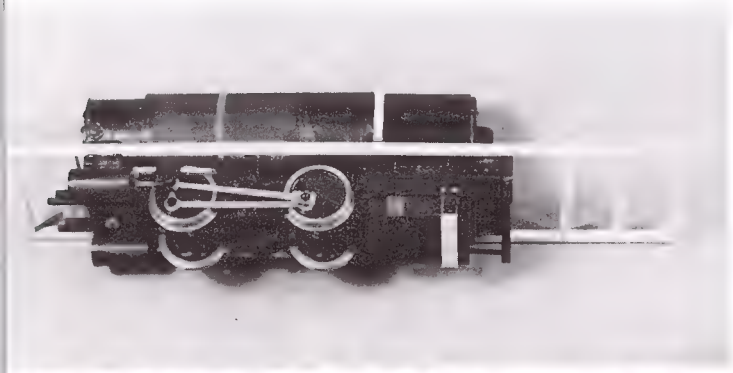
The smokestack was made by using the stack from the Porter kit plus an HO scale diamond stack of unknown origin. The diamond stack was not glued on so I could remove the superstructure. The Porter domes are not correct for these steam dummies so my friend Dick Royce helped me turn new domes on his milling machine. After the domes were turned I rounded their bottoms using a sanding drum in my Dremel tool and sanded them to their final shape by wrapping some 100 grit sandpaper around the boiler and rubbing the domes to shape. The knobs for the dome lids were made from small beads of solder.

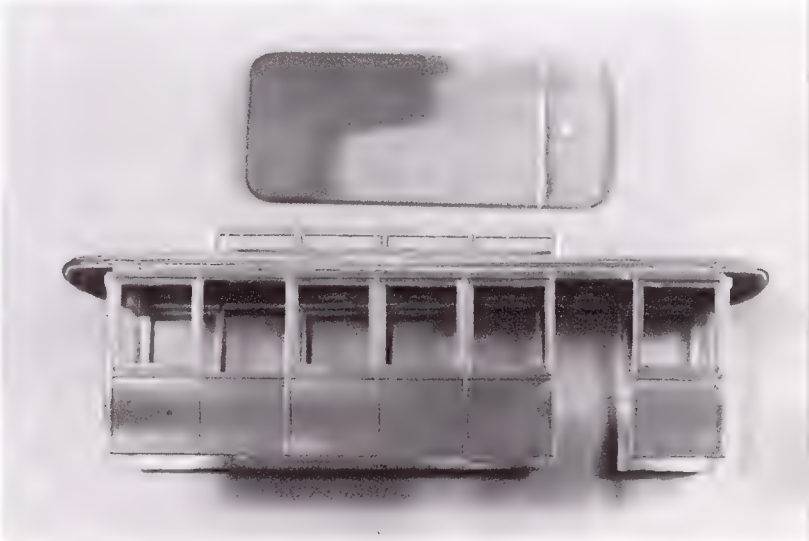
I could find little information on the trailing trucks of these engines. I decided to use a set of Grandt Line 20-inch Boston Griffin wheelsets and springs cut from a



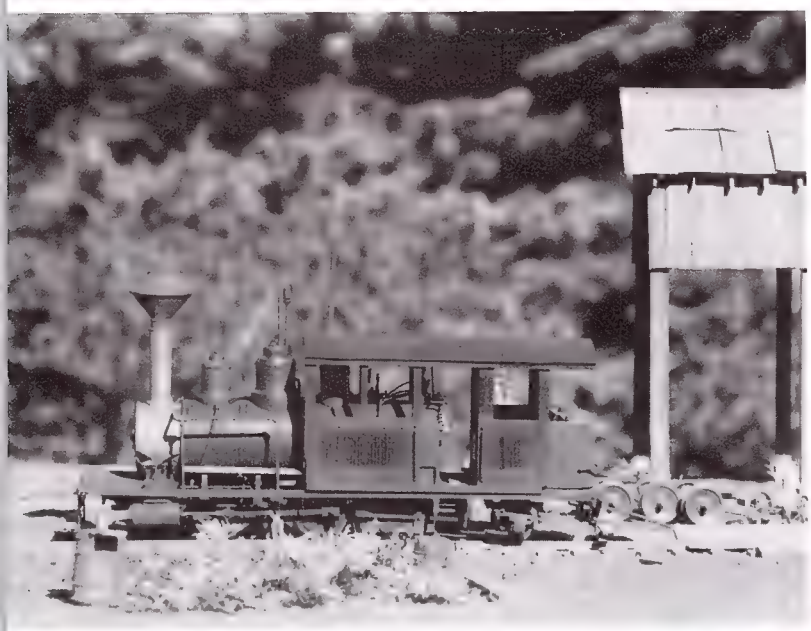
The main components of three versions of a steam dummy. From left to right, the completed engine without a cab, the wooden cab version, and the cable car superstructure for the street railway version. The cable car clerestory roof is in the foreground. *Photo by the author.*

The Grandt Line Porter with styrene framing added for the new superstructure. *Photo by the author.*



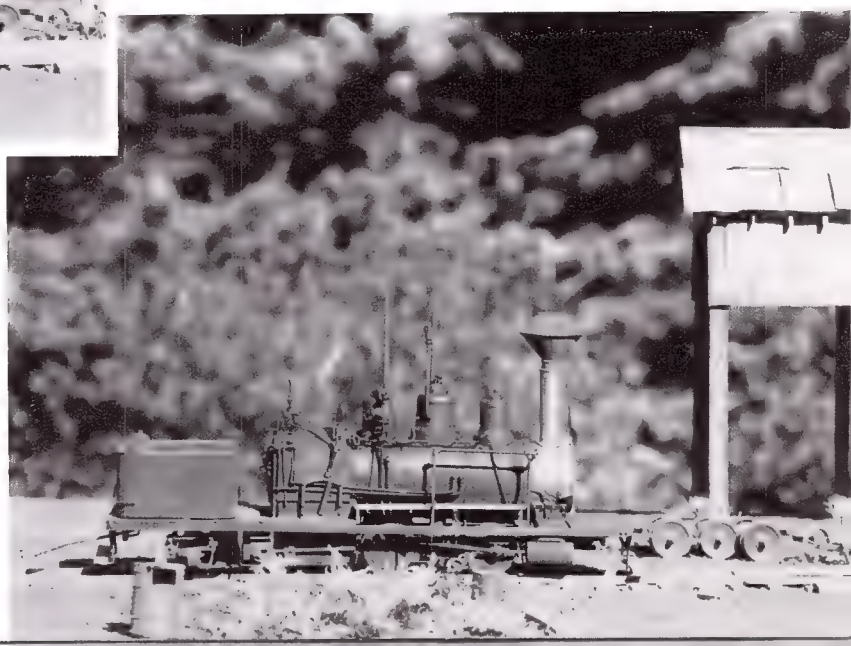


Two cable cars kits were used to make this superstructure. *Photo by the author.*



The author's steam dummy with a wooden cab. The cab was made from two Grandt Line Porter cabs. *Photo by the author.*

The "cab-less" version of the On3 steam dummy. *Photo by the author.*



A steam dummy working on the St. Johns line of the City and Suburban Railway Company near Portland, Oregon. *Photo, J. Brady, John Labbe collection.*

Yeon & Pelton engines 4, 3, and 2. Number 3 has lost her cab. *Photo by J.F. Ford, John Labbe collection.*

Yeon & Pelton #2 with three sets of loaded disconnected log cars. *Photo by Mrs. Flusher, John Labbe collection.*

pair of Grandt Line Colorado & Southern caboose pedestals. The rest of the truck was made from strip styrene. After the engine was running I discovered that the truck was too light to stay on the rails – so two strips of styrene were assembled with three Kadee O scale coupler springs between them. This assembly was positioned on the frame, directly above the trailing truck and provided enough pressure to make the truck stay on the track.

The enclosed steam dummy superstructure was made from two Testors' San Francisco cable car kits. The sides from one of the kits could have been used as is, but since I wanted to add a door to my steam dummy I used the sides from the second kit to lengthen the superstructure. The muntins on the first and fifth windows from the front were removed so the windows look as if they are open. The Testor handrails were used on the front corner and the sides of the doorways.

I also used the end bulkheads from the Testors' kits. The clerestory had to be cut off while I was careful to keep the curve of the roof. I also cut off the window panels on the front bulkhead, and the rear bulkhead had to be cut to fit around the water tank which sticks out beyond the rear bulkhead.

I decided to have a four-window clerestory so a section with four windows was cut from the Testors' kit. New ends were made from styrene and the clerestory was glued together. The Testors' roof was cut to fit the new superstructure by trial and error. Small sheet styrene fillers had to be added at each end of the clerestory because the hole is longer than the four-window clerestory. The front piece is about ⅜-inch long and the rear piece is about 1¼ inches long. Body putty was used to fill in any gaps or holes in the roof and a hole was drilled for the smokestack. Once I was satisfied with everything, the clerestory was glued in place, and its roof was cut to fit and glued on. Holes for the whistle and steam exhaust pipes were cut out.

Parts from two Porter cabs were used to make the wooden cab version of my steam dummy. Two of the cab sides were used just as they would be on the Porter. The other two sides were cut off and used to form the rear window section of the cab side. Pieces of 4- x 6-scale-inch styrene were used as facia strips to hold the walls together. The front wall had a square hole framed with scale 3- x 6-scale-inch strips cut into it to clear the boiler. The two rear walls were glued in place after one of them had been cut so that just the top and the two corner pieces were left.

The water tank was cut out of a piece of ¾-inch white pine. The edges were rounded and the pine was covered with a 0.010-inch sheet styrene impressed with rivets by a NorthWest Shortline Riveter. The filler hatches were turned on a variable speed hand drill with solder beads for handles. The cab interior details were added to complete the cab.

There is much speculation about the color of these engines. John Labbe has told me they may have been Pullman Green or chocolate brown. When new they might have had Russian iron boiler jackets with green, red, and gold trim. Some of the engines were green, crimson, or red when used on the street railways. I painted my engine weathered black as she might have been after rebuilding. The body is brown with a black tarpaper roof. John said that the interior could have been light green, however, mine is a light maple color. The smokebox is a mixture of silver and gun metal which was randomly streaked on along with a few rust streaks. After the model was painted, real glass windows were added. The tar paper roof was made from painted Kleenex. The completed engine was sprayed with Testors Dullcoat because it gets a lot of handling due to its removable superstructures. The model was then weathered with drybrushing, pastel chalks, and oversprays of Floquil Rust, Grime, Mud and Black. Various pieces of junk, a wood load, and some tools were added and the engine was immediately put to work hauling sets of disconnects to and from the woods on my logging line.

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☐ **JANUARY/FEBRUARY 1986** - Yosemite Lumber Co. Camp 17 in HO Scale, An Sn2 Porter, Copper in the Mountains, A ½-Inch Scale 18-Inch Gauge Porter, Modeling the Gravity Stamps, Brass Lantern Caboose #0505, The Georgetown Station, Snowplowing Over Diablo Pass, A Welsh Slate Quarry Locomotive Facility, Baldwin Plantation Locomotive, SPNG Combine.

☐ **MARCH/APRIL 1986** - The Buffalo Boy Tram House, Copper in the Mountains, Part 2, Powell's Produce, Part 1, Radio Controlled, Battery Powered LGB, Yosemite Sugar Pine Camp 17, Part 2, Gravity Stamps, Camp Cars for Your Logging Show, a New England Bridge, Baldwin 2-foot Saddle Tanker, West Side Shay #12.

☐ **MAY/JUNE 1986** - Cabooses of the Tionesta Valley, Painting Figures for Model Railroads, Deadwood Central 3-foot Gauge Trolley Car, Lawndale Gondola, The Slim Gauge Guild, The Log Turner, Cabin Cars for Your Logging Show, West Side Lumber Shay #15, Old Missouri Firehouse, D&RG Boxcar 34500, Porter 0-6-0.

☐ **JULY/AUGUST 1986** - The Cairo & Kanawha Ry., An On30 2-8-0, Gilpin Tram Ore Car, Snowplows of the SR&RL, Boilers and Steam Engines, The Caspar, South Fork & Eastern, A Logging Camp Cookhouse, Denver, Boulder & Western Caboose & Colorado & Southern Coach.

☐ **SEPTEMBER/OCTOBER 1986** - Sandy River Flanger, Sn3 RGS, Fixing Up the LGB Mogul, Camp 8 on the Dolly Varden, Narrow Gauge Motor Cars, On3 Drop Bottom Gondola, Angels Camp Branch, C&S Cabooses, Making Log Retaining Walls, A Logging Camp Dining Car, RGS #23.

☐ **NOVEMBER/DECEMBER 1986** - Operation on Logging Railroads, Modeling in 9mm Scale, Crown Mountain Snowplow, An 8-Ton Porter, Making Working Windows, A Narrow Gauge Center-cab Diesel, Stock Loading Chutes, An Office & Commissary Car for Your Logging Show, 30-inch Gauge Pacamayo & Huanchaca Mogul, Virginia & Truckee Combination Boxcar.

☐ **JANUARY/FEBRUARY, 1987** - Trestle Building RGS Style, Climax Log Car, On3 Crown Mt. Winch Car, HOn3 D&RGW Work Car, The Tank at Brockton, The Georgetown Power Co., On3 Logging in P.A., The St. Clair Lumber Co. Woods Mill, Logging in Mason Country, WA, Part 1, Diamond & Caldor Camp & Cabin Cars, Monson RR 2-Foot Snow Equipment, V&T 2-6-0, #19 and #20.

☐ **MARCH/APRIL 1987** - The Gentle Art of Clutter, The Colorado & Southern Connection, Building an On30 0-4-2T, Building Caboose #0578, Wood-Burner Weathering, Reefers on a Budget, The Clear Creek Sampling Works, Logging in Mason County, Part 2, Read Lumber Co. Camp Car, V&T Miners Caboose #9, V&T Water Car.

☐ **MAY/JUNE 1987** - Tower Skidders, Smelters Part 1, On3 Internal Combustion Climax, RGS Plow Flanger in ½-inch Scale, My Carrabasset & Dead River in HOn30, The Merced Gold Mine Porter, An On30 Forney, A Narrow Gauge Circle Tour, The Kemtron Waterfront Diorama Part 1, Body Putty Modeling, S. D. Warren Paper Co. Tram Part 1, D&RGW Track Scale, United Verde & Pacific 2-6-0, V&T numbers 23 and 24.

☐ **JULY/AUGUST 1987** - The Jefferson Depot in ½ Inch Scale, The Buffalo Boy Cable Tram, Why Sn2? An Sn2 Boxcar, Sn2 Conversions, Urethane Foam Scenery, Fugate Lumber Co., Modeling the Georgetown Loop, Part 1, An On3 Four Wheel Steam Crane, PBL 5500 Series Stockcar, D&RGW Grant C-16, V&T McKeen Motor Car #22.

☐ **SEPTEMBER/OCTOBER 1987** - The Rogue River Valley Railway, A ½-Inch Scale Contractor's Diesel for LGB, The Randsburg Barbershop, On3 Uintah Water Car, West Side Lumber Co. Heavy Duty Flatcars, The Spanish Peak Lumber Co., A Diesel Drive Train, The Silver Plume Station, D&RGW Chama Oil House, NPC #21, V&T Motorcar #99.

☐ **NOVEMBER/DECEMBER 1987** - Building C&S Rotary #99200, Building Chama in Sn3, Jefferson, Colorado, Water Tank in ½-Inch Scale, Cousin Jack Mill, Eureka Mill Railroad, Building a West Side Railcar, C&S/RGS Stockcars, Tracing the Bridgton Line, North Pacific Coast #13, Rico Bunk House and Section House, V&T Motorcar #23.

☐ **JANUARY/FEBRUARY 1988** - The Farallones Midland, Coloring Structures with Chalks & Dry Pigments, Kirkfield Crushed Stone Co., A Box-Cab, Gas Locomotive for Tuolumne Forks, HOn3/HO Moose Jaws Lumber Co., Sn3 San Juan & South Park, Two-Foot Freight Cars in ¾ Inch Scale, My Quest for Trees, Falk #1, Riding the Bridgton Line, D&RGW Sheds, Chama, D&RGW C-25, Forks Creek Pump House, Hetch Hetchy Motor Cars #19, 23, 20.

☐ **MARCH/APRIL 1988** - Colorado & Southern Combine #20 in ½-Inch Scale, D&RGW Rail & Tie Car #6051 in On3, Cat and "Kittens," An Old Brick Furnace, Aged Timber the Easy Way, The Rico Coal Pocket, Passenger Cars of the Rio Grande, Part 1, The Silver Plume Station, Falk #1, Part 2, Dolores, CO Water Tank, D&RGW Bunk House, Chama, Hetch Hetchy Railcars #21 and 22, Wiscasset, Waterville & Farmington #6, West Side Heisler #3, Yosemite Short Line Hopper Car, Merced Gold Mine Ore Car.

☐ **MAY/JUNE 1988** - The Doane Valley Lbr. Co. Engine House, My On2 Roundhouse, The Backwoods Line of the Franklin & S. Manchester RR, Reliable Carter Bros. Flatcars in HOn3, A Kit-Bashed Rotary Snowplow, The Hull Oakes Lumber Co., My HO Scale Crown Point & Virginia Mine, The Ambledown Valley, The Silver Plume Clock Tower, Passenger Cars of the Rio Grande, Part 2, The Dolores Depot, Yosemite Short Line Flatcar, Hetch Hetchy Motorcar #24, SR&RL #21.

☐ **JULY/AUGUST 1988** - Llareggub, a Working 4mm Scale Diorama, The Sn3 Crested Butte & Southern, Building Wooden Disconnected Logging Trucks, Tuolumne Forks On3 Crew Speeder, Conclusion of the Smelting Campaign, Modeling the Two-footer in ½-inch Scale, Eureka Nevada 2-6-2. Godchaux 2-6-0, Yosemite Short Line 30-inch Gauge Coach.

☐ **SEPTEMBER/OCTOBER 1988** - Modifying Figures, The Isthmus Transit Railroad, Mich-Cal #2 in Sn3, The Glover Brothers Motor and Cycle Garage, A Trip on the UC&N Clear Creek Line, The C&S Runs Again in Central City, Passenger Cars of the Rio Grande, Part 4, An Old Time Fire Engine, The Engine that Never Was, Hetch Hetchy and Sierra Ry. Railcars, D&RGW Coach/Caboose #303, Oahu Ry. Boxcar #358.

☐ **NOVEMBER/DECEMBER 1988** - The Thomas Slate Quarry, Scratch-building an Sn3 K-27, Modeling 15-Inch Gauge in the Garden, Getting Them Running, Stillwater Mills Shay #3, An On30 Boxcar, Oahu Ry. & Land Co. 4-6-0 #85, Stillwater Mills Vertical Boiler Locomotive #1, Ridgway Toilet Building, Westfield Plantation Porter #1, Yosemite Short Line Hopper/Flatcar Details, Yosemite Short Line Porter #1 and 2, A 14-Ton Class A Shay.

☐ **JANUARY/FEBRUARY 1989** - The Pelham Park & City Monorail, Logging Near the Hood Canal, Old Time Revolving Signal in HO, A Bucyrus Steam Shovel in HO, Passenger Cars of the Rio Grande, Building a Coal Bin, Signs of the Manchester and South Franklin, Sonora & Camino Work Combine, Logging High Wheels, 4-4-0's, Oahu Ry. Coach #1 and Combine #38, Austin City Steam Dummy, An Elevated Railway Forney, Carson River Mills and Eureka Mills Porters.

☐ **MARCH/APRIL 1989** - Alberene Stone Co., A Visit to Hancock, Water Tanks on the St. Clair & Northern, Something Other than Log Cars, An Sn3 Railcar, A ¾-inch Scale Railbus, The Bayou Plantation, Fisher's Boats and Baits, Fire at Durango, A Railroad Museum at Nevada City, A Narrow Gauge Ballast Car, Oahu Ry. & Land Co. Caboose C-1 and Boxcar #306, Pioche Pacific #5, Hawaii Consolidated Motors 1-2, Nevada County Narrow Gauge #2.

RAILROAD BOOKS FROM BENCHMARK PUBLICATIONS

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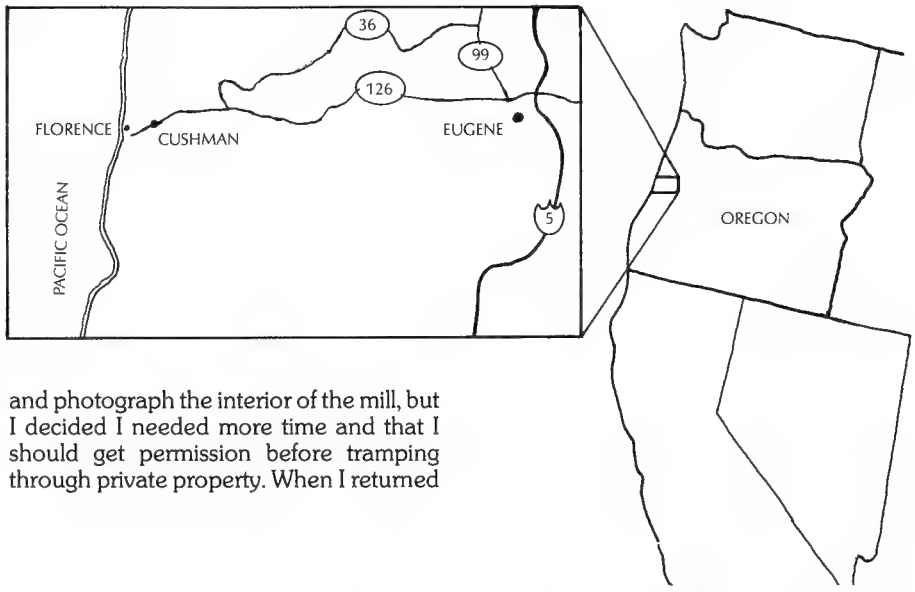
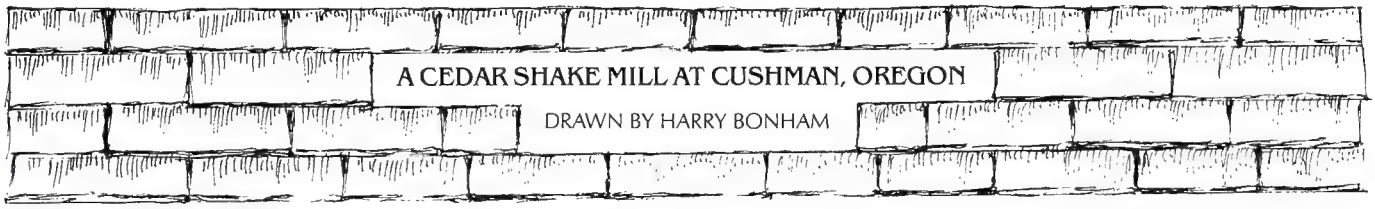
A CEDAR SHAKE MILL AT CUSHMAN, OREGON

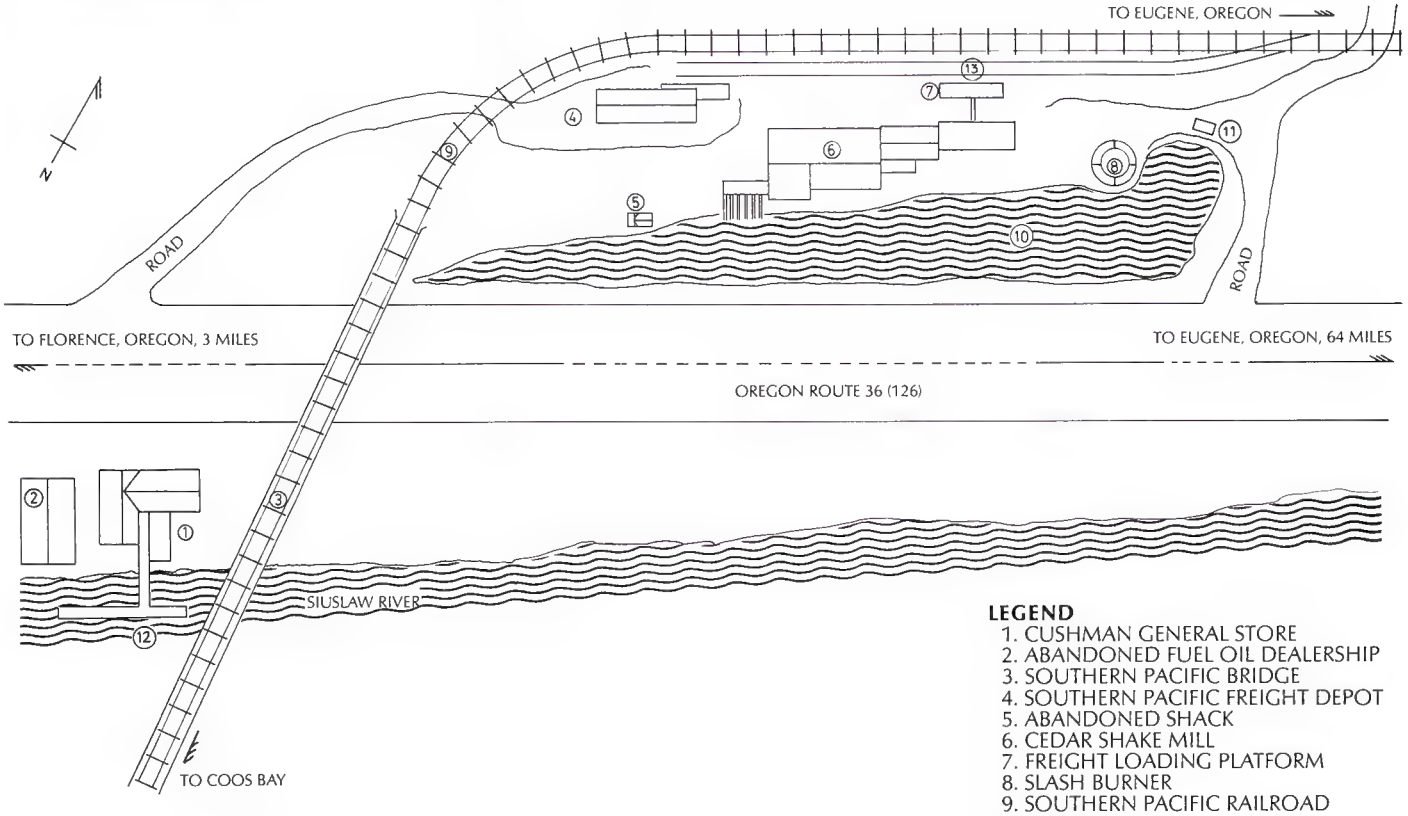
by Harry Bonham
Photos by the author

On a Sunday outing in 1976, I found this shake mill near the small town of Cushman, Oregon. Cushman is just three miles east of Florence along the Siuslaw River, and there wasn't much to speak of there – just a general store, an abandoned fuel oil dealership, a dock to service fishermen, and across the river this shake mill and an abandoned freight depot. The Coos Bay branch of the Southern Pacific crosses the Siuslaw here, and years ago, a siding served the mill and the freight depot.

When I took these photos on my Sunday outing, the mill had clearly been idle for a long time. I wanted to take measurements and photograph the interior of the mill, but I decided I needed more time and that I should get permission before tramping through private property. When I returned

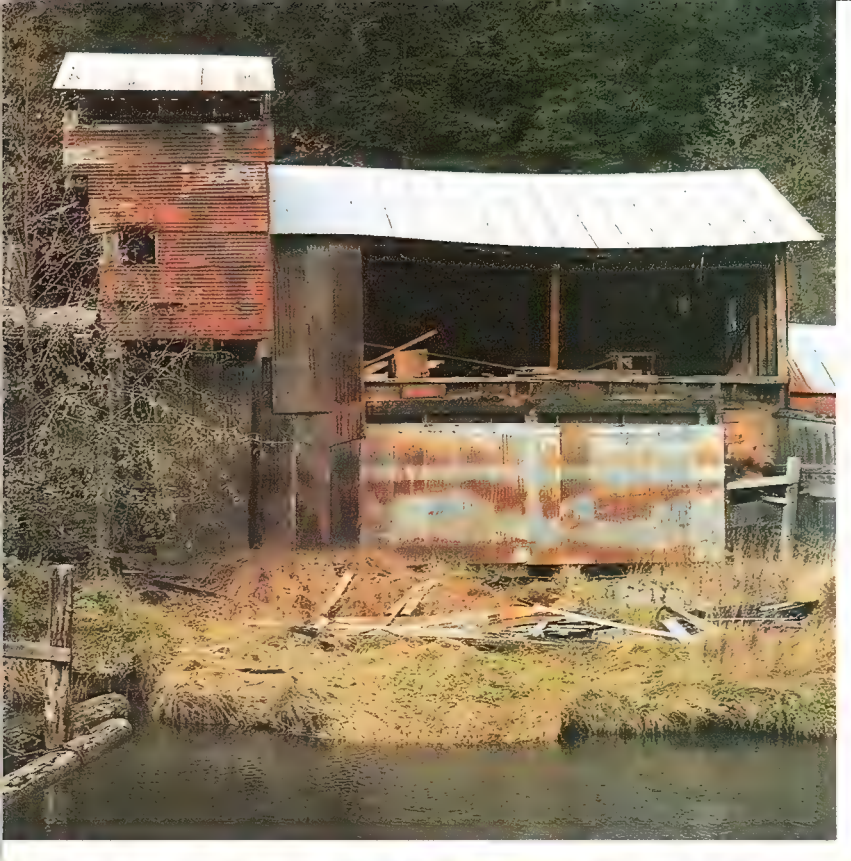






LEGEND

1. CUSHMAN GENERAL STORE
2. ABANDONED FUEL OIL DEALERSHIP
3. SOUTHERN PACIFIC BRIDGE
4. SOUTHERN PACIFIC FREIGHT DEPOT
5. ABANDONED SHACK
6. CEDAR SHAKE MILL
7. FREIGHT LOADING PLATFORM
8. SLASH BURNER
9. SOUTHERN PACIFIC RAILROAD
10. LOG POND
11. A-FRAME LOG TRUCK UNLOADER
12. BOAT DOCK
13. SIDING



The main building of the small cedar shake mill. The main circular saw was located in the tower on the left, but the other cutting operations were done in the right side of the building. Judging by the various levels in this mill, gravity must have been used to create a "down-hill" work line as the logs were turned into shakes.

An overview of the cedar shake mill at Cushman, Oregon, as seen from the east. Highway 36 separates the small log pond from the Siuslaw River, off camera to the left.

This view of the cedar shake mill from the west shows the ramp where logs were pulled from the pond and fed into the mill. The whiteness of the logs is caused by the salt in the pond water – the mill was only 3 miles from the Pacific Ocean.

The "wigwam" style slash burner is on the left of the A-frame used to unload the cedar logs from trucks. The tracks of the Southern Pacific's Coos Bay branch can be seen in the background.

a few weeks later to get proper permission, it was too late – the mill had been torn down – the opportunity had been lost forever. Today only a few log walls of the shake mill remain as a reminder what was. The nearby freight house is closed and apparently used for storage.

When the mill was operating, logs were delivered by truck and dumped into the pond using an A-frame. The logs were pulled out of the pond with a jack chain onto the log deck where they moved onto the circular saw carriage in the tower. After being cut lengthwise by a circular saw, the rough boards were then cut to shorter lengths by a cutoff saw. Another cutoff saw was used to cut the boards into shakes. The shakes dropped down a chute into the lower part of the building where they were gathered by hand into bundles, secured with bands, loaded onto small pallets, and put on a conveyor.

The conveyor lifted the pallets up the side of the short hill behind the mill, to a lean-to loading platform at track level where they were loaded into boxcars for shipment. At the height of operations, a mill of this size could probably fill a couple of boxcars per week.

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on the

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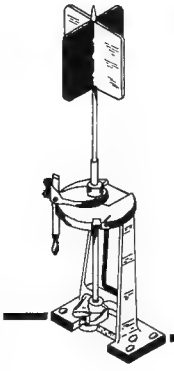

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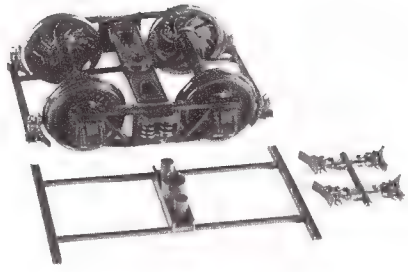

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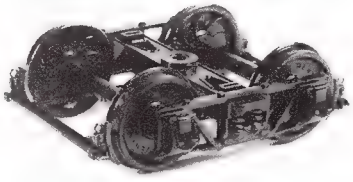

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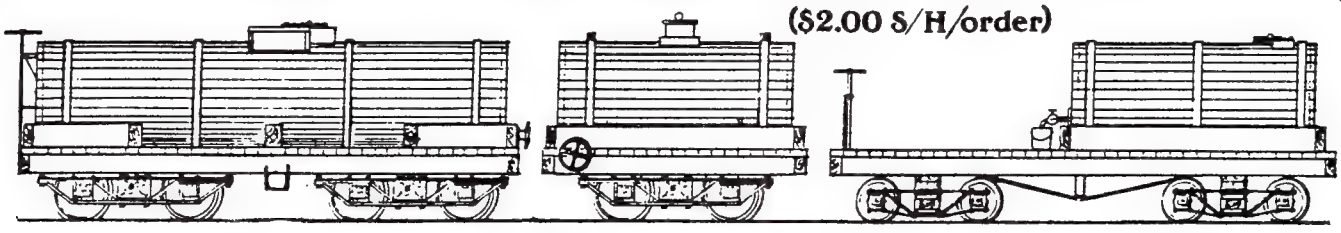

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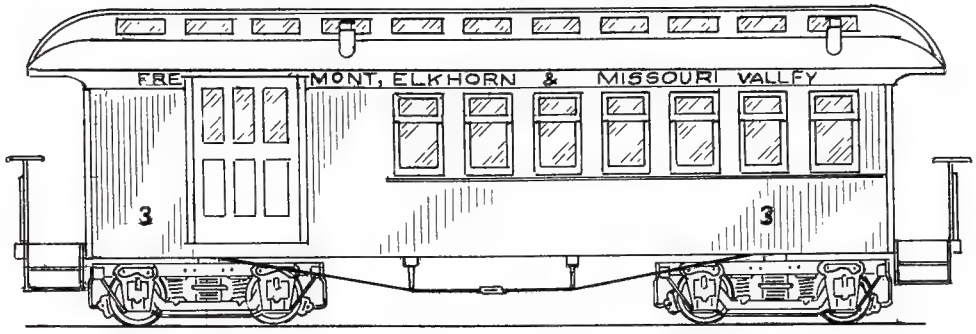

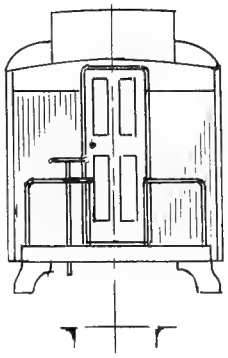

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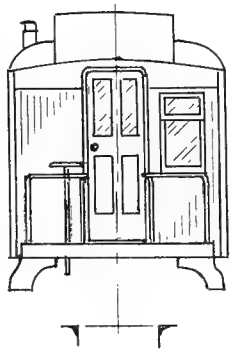

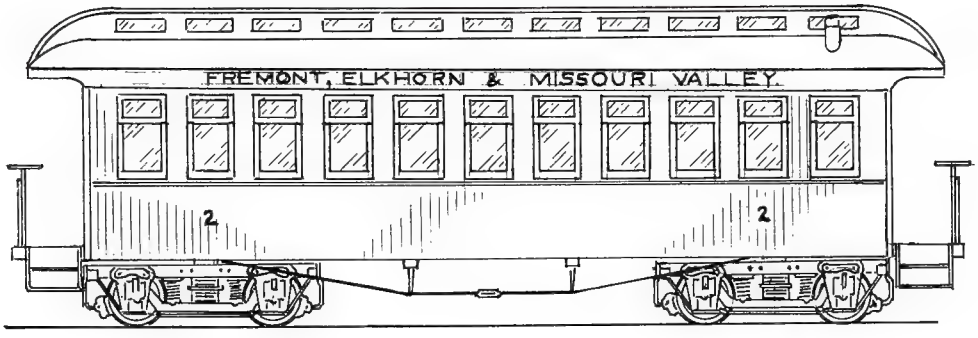

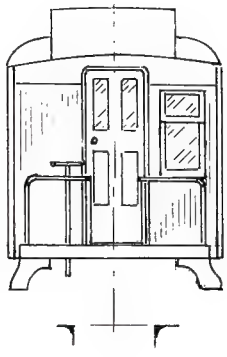

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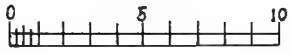
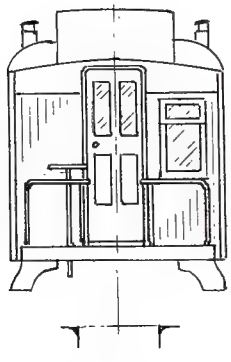
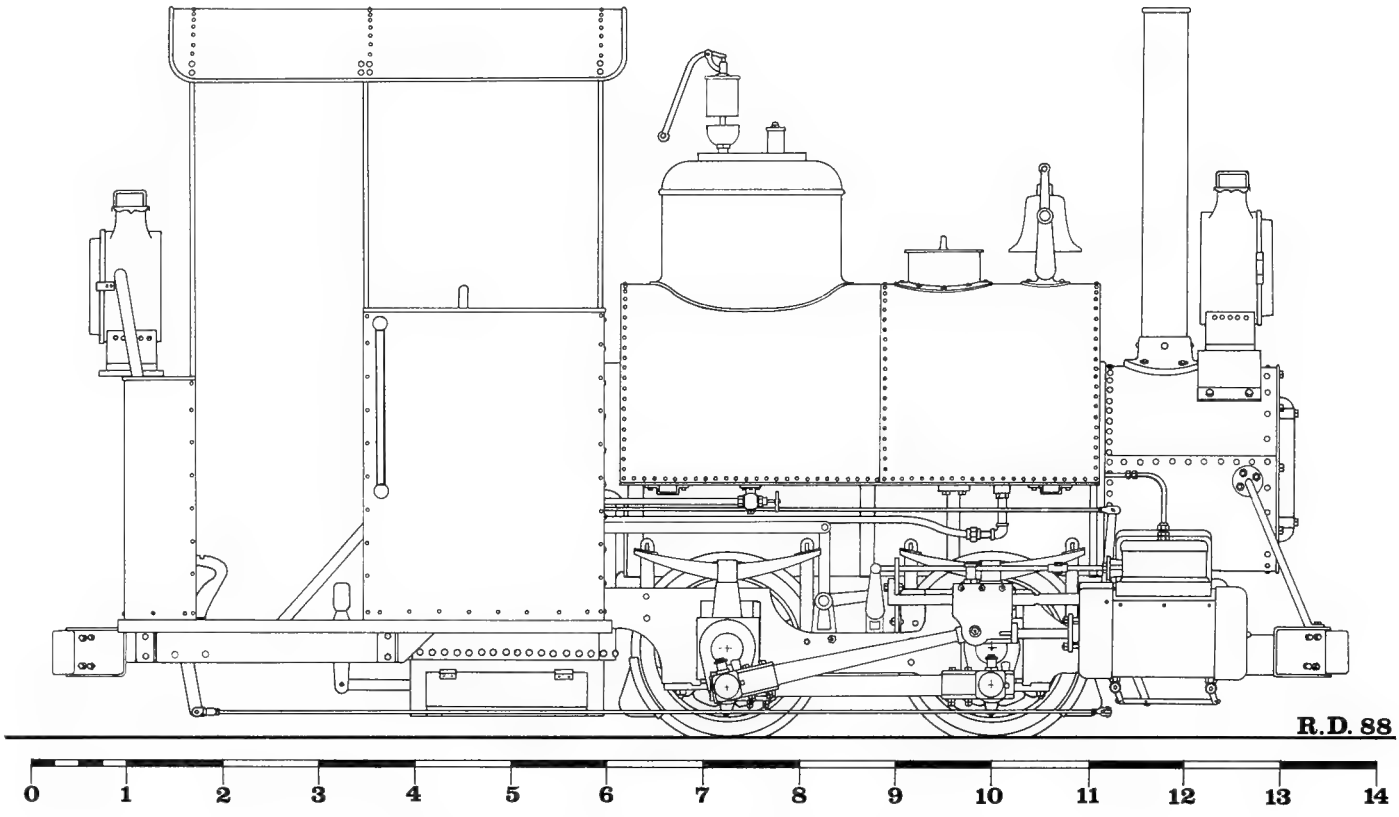




DICKSON LOCOMOTIVE WORKS 0-4-0ST

by Richard Dunn

During the late 1890s and early 1900s the Dickson Locomotive Works of Scranton, Pennsylvania, produced a number of small industrial and plantation-type steam locomotives. The Dickson locomotive shown in my drawing was built to a gauge of 23⅝ inches (60cm) and was used in southeast Africa in the seaport town of Lourenco Marques in Mozambique, probably in con-



DICKSON LOCOMOTIVE WORKS 0-4-0ST

DRAWN BY RICH DUNN, 1988
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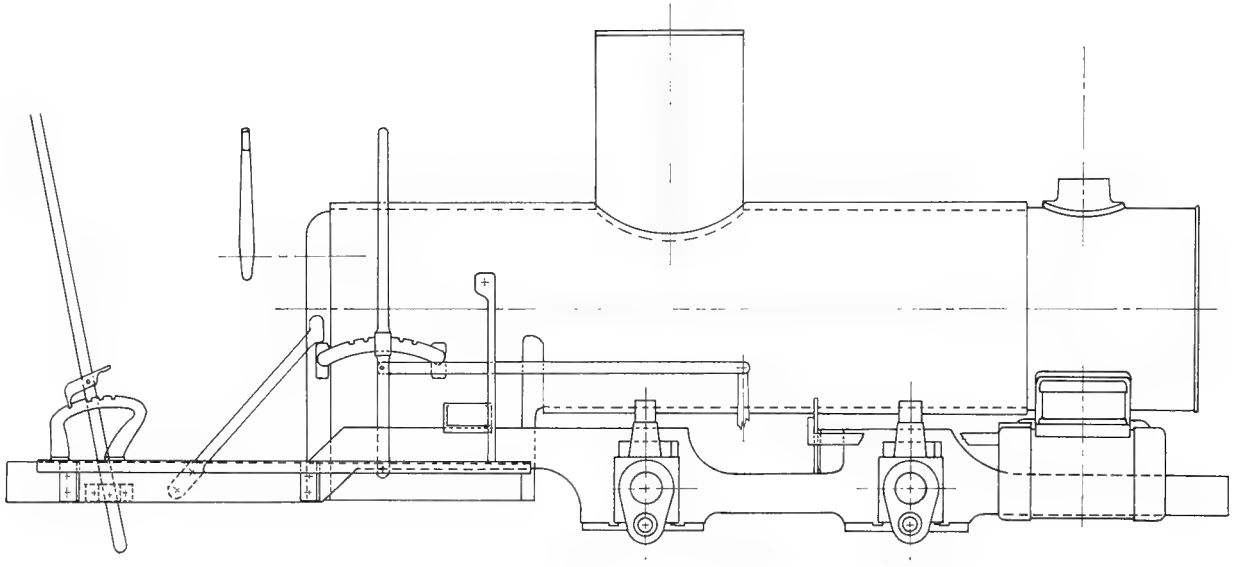

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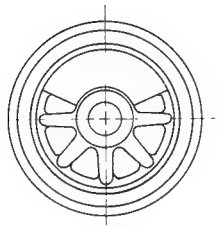

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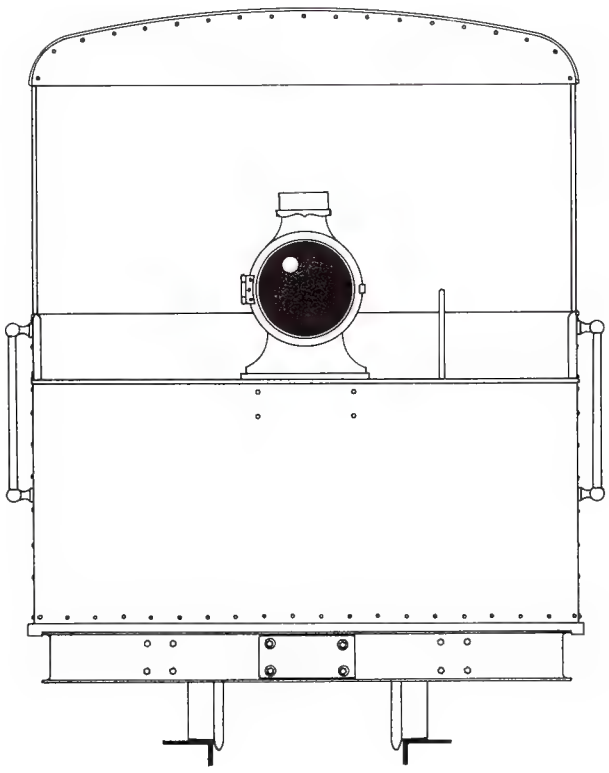
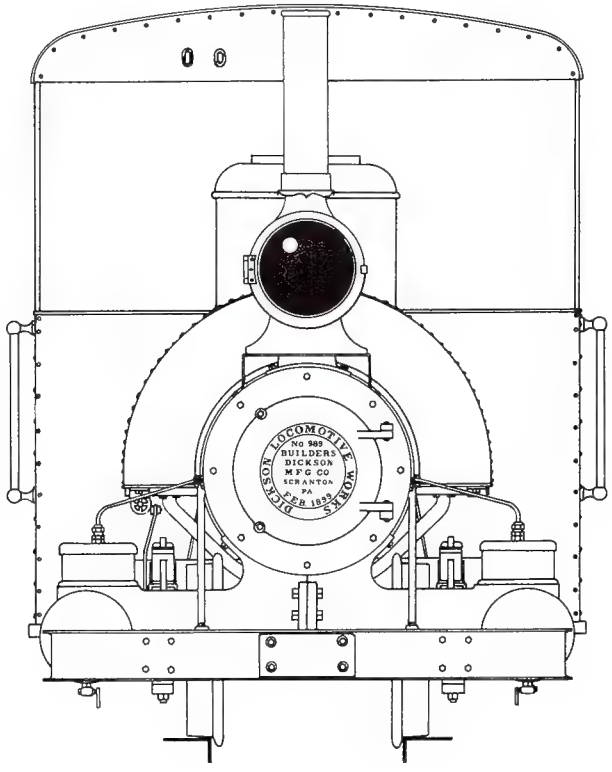
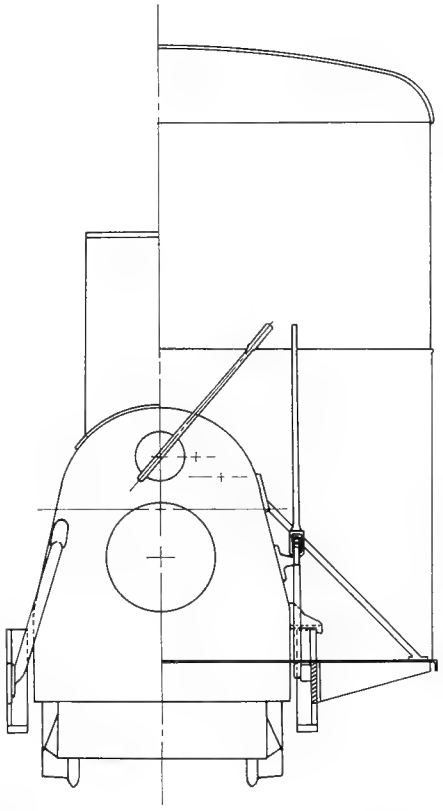
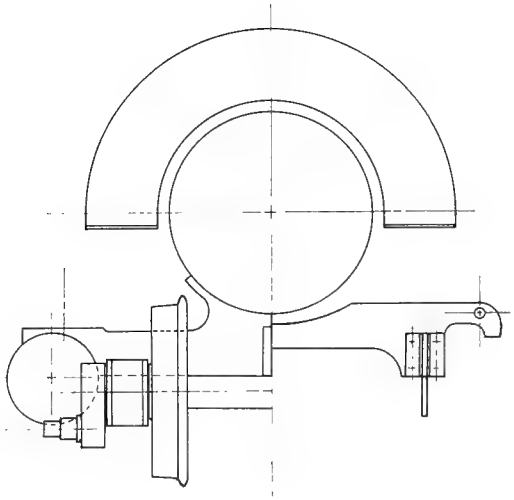








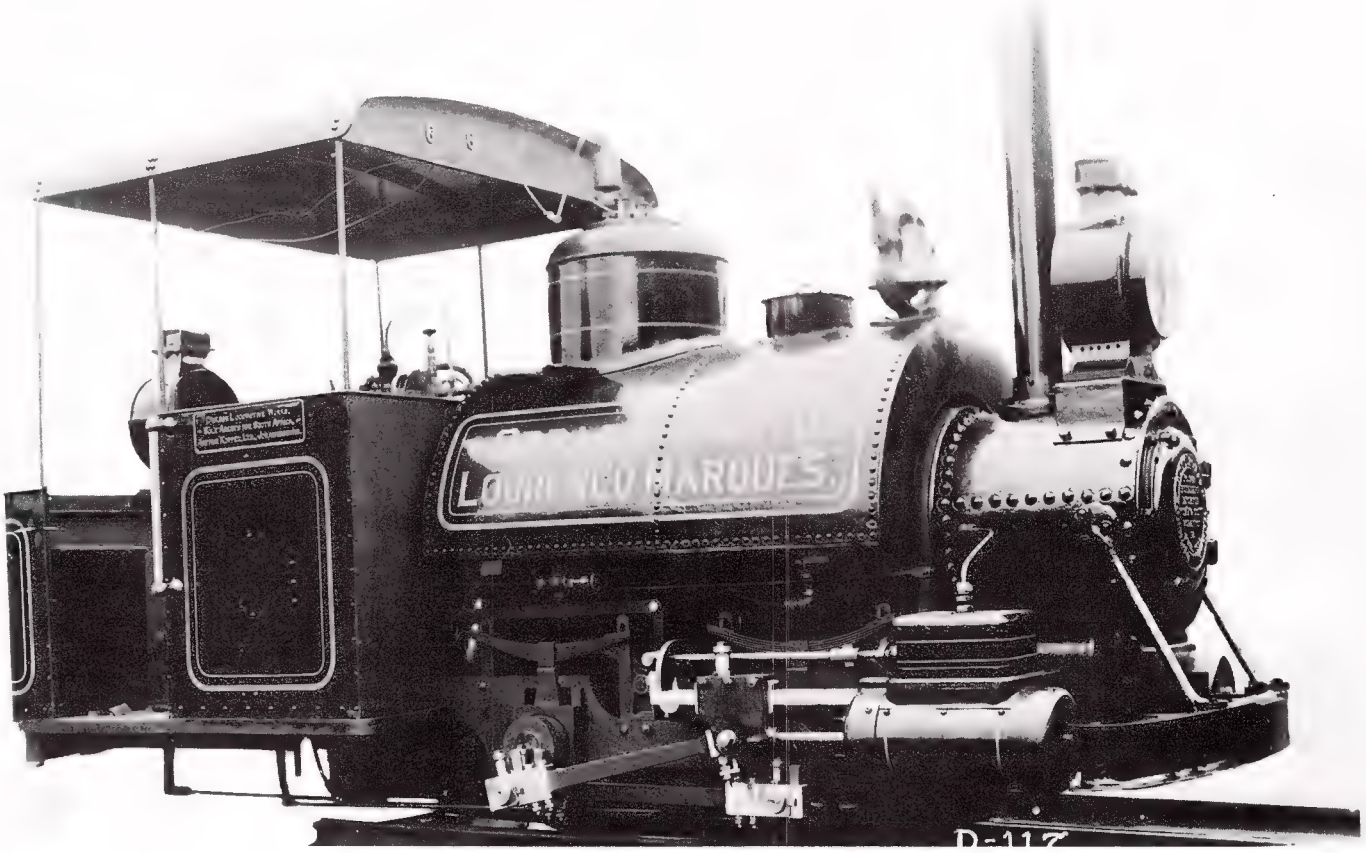
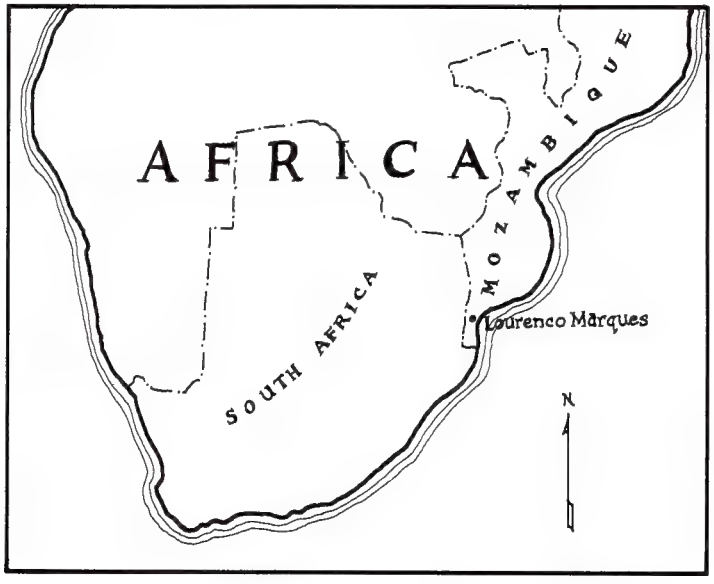


Photo courtesy of Alco Historic Photos.

DICKSON LOCOMOTIVE WORKS 0-4-0ST SPECIFICATIONS

BUILDER	Dickson Locomotive Works
DATE BUILT	February, 1899
SHOP NUMBER	989
GAUGE	23⅝" (60 cm)
CYLINDERS	6" x 9"
DRIVERS DIAMETER	22"
WEIGHT	13,000 lbs.
FUEL	Coal



struction of the harbor. The locomotive was ordered through the industrial railroad supplier, Arthur Koppel (Dickson's agent in South Africa).

This engine's plate frame is unusual for an American-made locomotive, but plate frames were used by Dickson on several other 0-4-0ST's and some 0-4-2ST's. Dickson built locomotives similar to the one shown in gauges from 18 inches to 30 inches. The company may even have built some 3-foot gauge locomotives to this design. In order to make room for the drivers, the boilers on the 18-inch gauge engines sat higher above the rails than I have show on this 60 cm gauge engine. The design was otherwise similar except that some of the 18-inch gauge locomotives had side tanks rather than saddle tanks. Side tanks would help keep the center of gravity low, improving the locomotive's stability on such narrow track.

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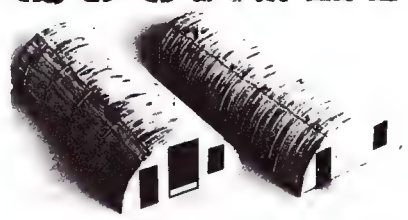

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An HO Scale Bulk Unloader

by Irv Schulz
Photos by Dick Slupinski

Bulk unloaders were used to unload bulk materials from gondola cars into elevated storage bins or piles. When bins were used, wagons or trucks pulled up under the bins to be quickly filled by gravity with sand or stones or other materals for delivery off-site. On a model railroad, an unloader such as the one described here can convey the impression that bulk materials are coming into a scene and being sent out of it.

Title photo: The unloader is driven by a small steam engine and a vertical boiler both shown in this photo. The main drive belt runs up along the right side of the boiler and its smokestack.

A basic car unloader such as the kind made by the Link-Belt Company (Fig. 1) consisted of a bucket elevator hung from an adjustable boom that was lowered into a gondola ready to to be unloaded. One or

two men shoveling in the car filled the buckets. The elevator lifted the filled buckets up and dumped them into an elevated 2-ton capacity steel bin. A gate on the base of this bin allowed wagons or trucks to be loaded in a few seconds. The elevator buckets could also dump the material into a chute that dropped it on a conveyor belt that took it to ground storage piles (Figures 2 and 3).

You could scratch-build an unloader, or you can do as I did, and use one of the excellent Rio Grande Models HO scale loader kits(#3031-LB, $14.95, plus postage).

If you use the RGM kit, you will need to shorten the storage bin to make it flush with the inside vertical uprights and add a chute between the pivot arms so that material being unloaded will drop into the storage bin from the elevator buckets. You could also add the conveyor for ground unloading so that bulk material could bypass the storage bin and be deposited directly on the ground as show in Fig. 2. I did not incorporate this feature on my model because of lack of space.

The photos of my model show a small vertical boiler because my unloader is driven by steam. However, in the early 1900s electricity came into use so you could use the electric motor that comes in the RGM kit.

I originally wanted my unloader to work so that the elevator could be lowered into the gondola as on the prototype. I was unable, however, to get the elevator to clear the top of my gondolas when I raised it up. I also found that the drive chain hit the top of the bin if the elevator was lowered too far down into the gondola. Finally I just gave up and ACC'd everything together as shown in the photos. You might be able to get yours to work if you spend a little time at the drawing board adjusting the elevator length as well as the headframe and pivot arm locations.

If you scratch-build your unloader you will need many little sprockets, flanged wheels, and pillow blocks. You should be able to find many of them in your scrapbox. You can certainly find most everything you need in the Walther's catalog. If you have some ship model parts around you could use them. Good-looking, single flanged wheels can be made from ship's portholes with Precision Scale brake wheels fitted into them. With one exception, everything on my model is driven with chain from Clover House. The only belt-drive is from the steam engine to the main drive shaft pulley and is made from 1/16-inch-wide chart tape.

The wide gauge track the unloader runs along was made by cutting a piece of code 40 Flex Track down the center of the ties with a tin snip, and spacing the rails to the gauge of the unloader. Although the wheels on my unloader model do not rotate, I can move it back and forth on the rails by sliding it along.

The boiler and engine on my model are from a Woodland Scenics tie mill kit. The stack was made from two of those plastic

Figure 1. Two Link-Belt Company unloaders. B is most similar to the model built by the author because its supporting frame is mounted on wheels allowing the unloader to move along a track. *Sketch from 1906 Link-Belt Company Catalog, courtesy of Ron Begin.*

NOT TO SCALE

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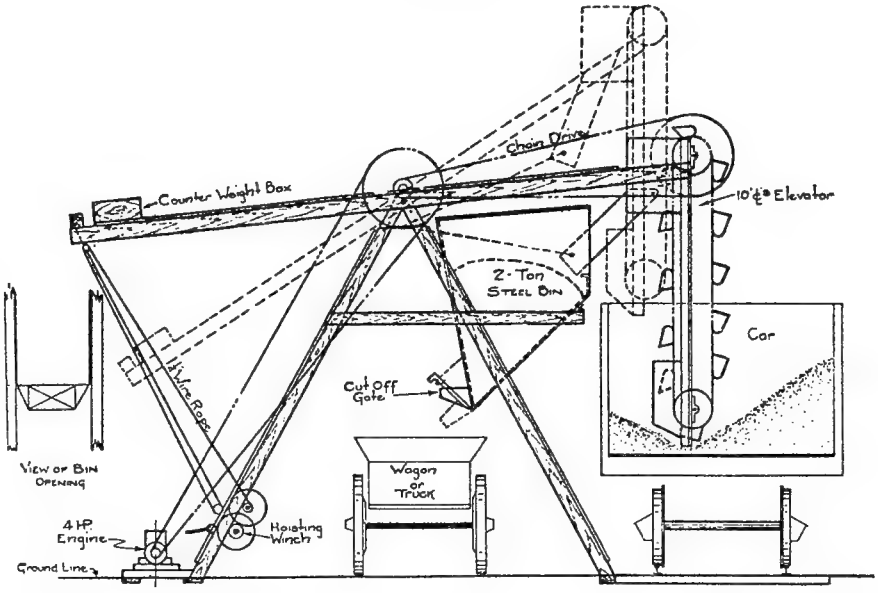
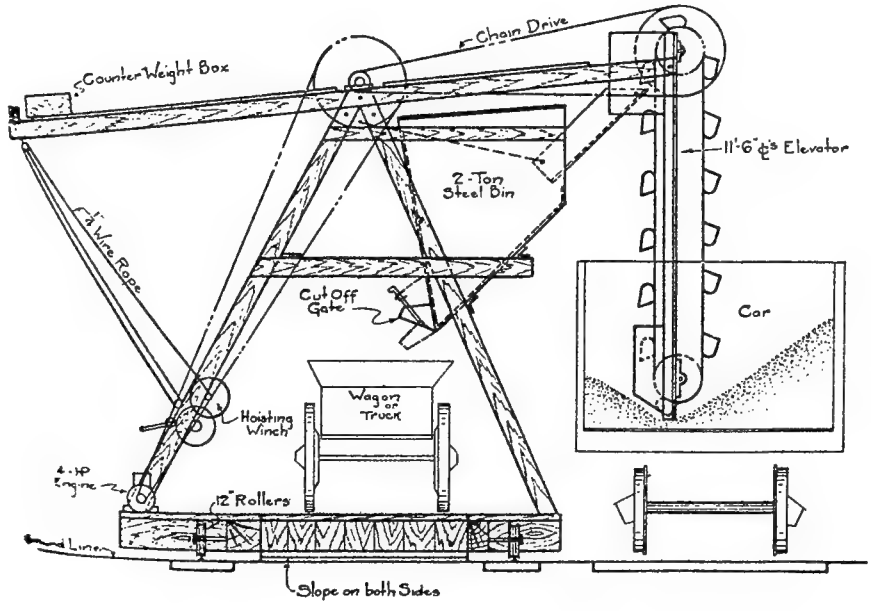


SIDE ELEVATION

LINK-BELT COMPANY TRADE MARK

B. MOVABLE



SIDE ELEVATION

This view of the side of the model shows the chain drive to the bucket elevator. The elevator is immersed in the material to be unloaded, and the man on the load is ready to start shoveling gravel into the buckets. Note the wagon lined up waiting to be filled.

This view of the unloader shows all the clutter that surrounds the model. A filled wagon pulls away from the unloader, while another wagon waits to be filled.

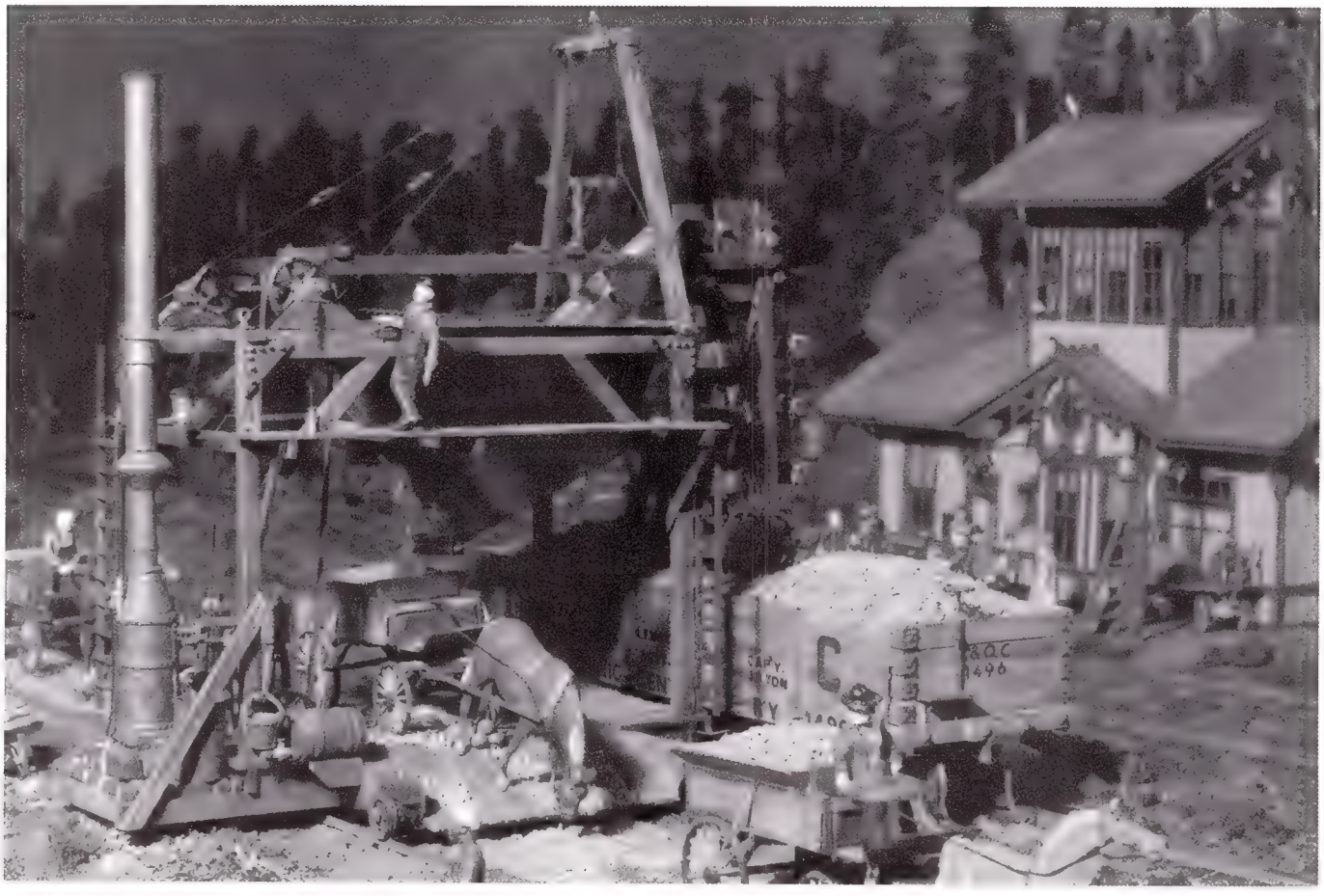
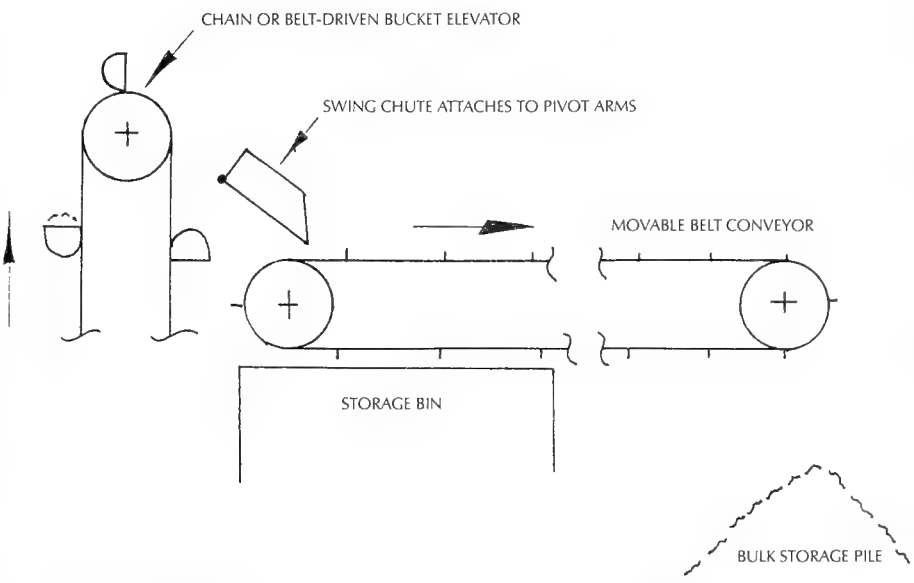


Figure 2. A conveyor to bypass the bin of a bulk unloader and deposit the load in storage piles on the ground.



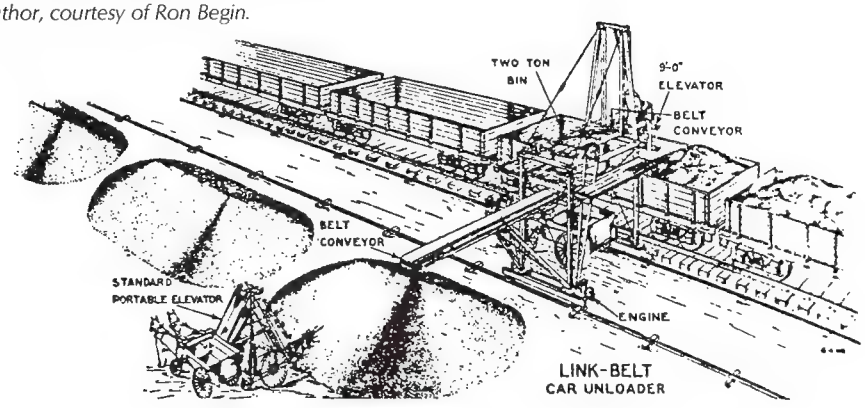
tubes used to protect paint brushes. I flared the end of the top one with a pair of needle-nose pliers. The hoist and hand crank are from an Alexander Scale Models oil derrick kit. All of the shafting is brass wire with Grandt Line #5156 cored nut/bolt/washer castings used as retainers. Grandt Line S scale turnbuckles were used on the various tension rods on the model.

The wagons are standard delivery wagons from Jordan; they were cut-down and had scale 2- x 10-foot slope sheets added around their tops. The gas lamps are grain-of-wheat bulbs with Campbell shades ACC'd to the bulbs.

Since my unloader sits near a roundhouse, no shed was provided for the workmen. A small shed with a pot-bellied stove would be a nice addition if your workmen don't have a nice warm roundhouse nearby for their coffee breaks.

I have not tried to describe the construction of my unloader in detail. You should be able to add one to your layout by using my comments, the figures, and the photos of my HO scale model. A model like this one should draw lots of attention. Just let your imagination be your guide.

Figure 3. This unloader is similar to one portrayed by the Rio Grande Models kit used by the author to build his unloader. This model, however, can unload gondolas into a bin or into bulk piles via a conveyor such as shown in Fig. 2. *Sketch from 1906 Link-Belt Company Catalog, collection of the author, courtesy of Ron Begin.*



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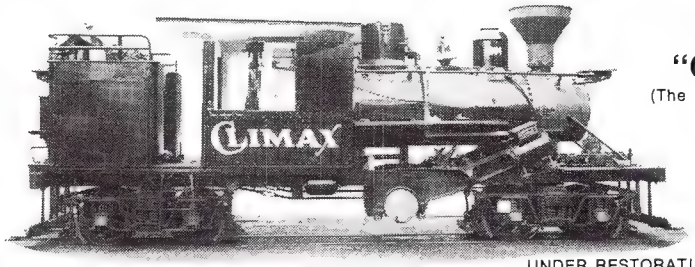

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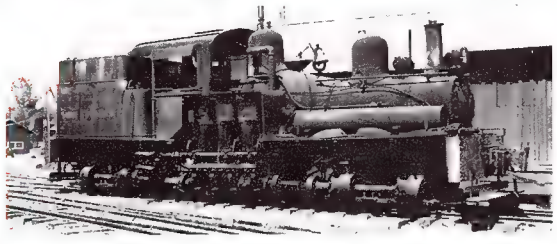

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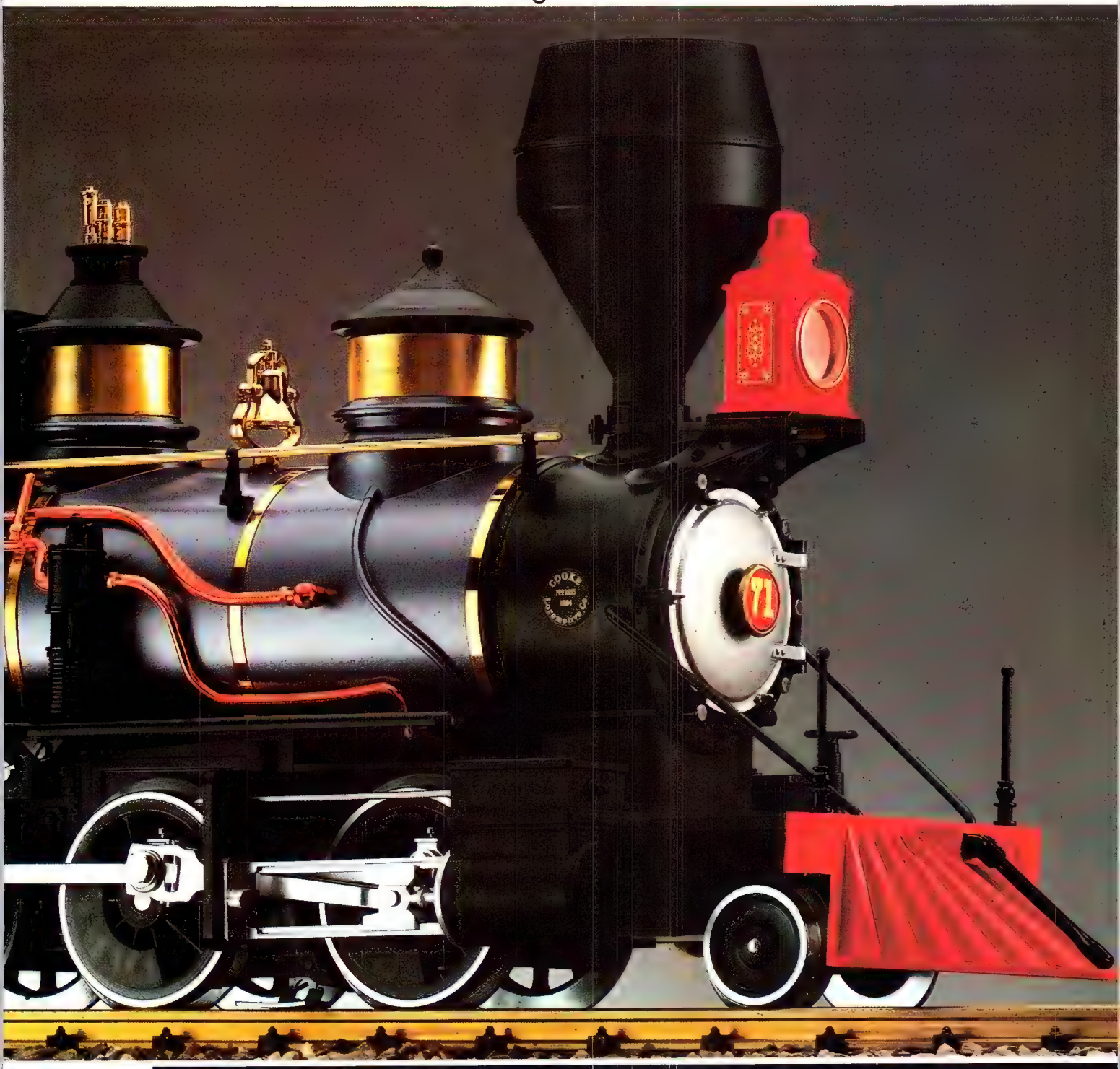

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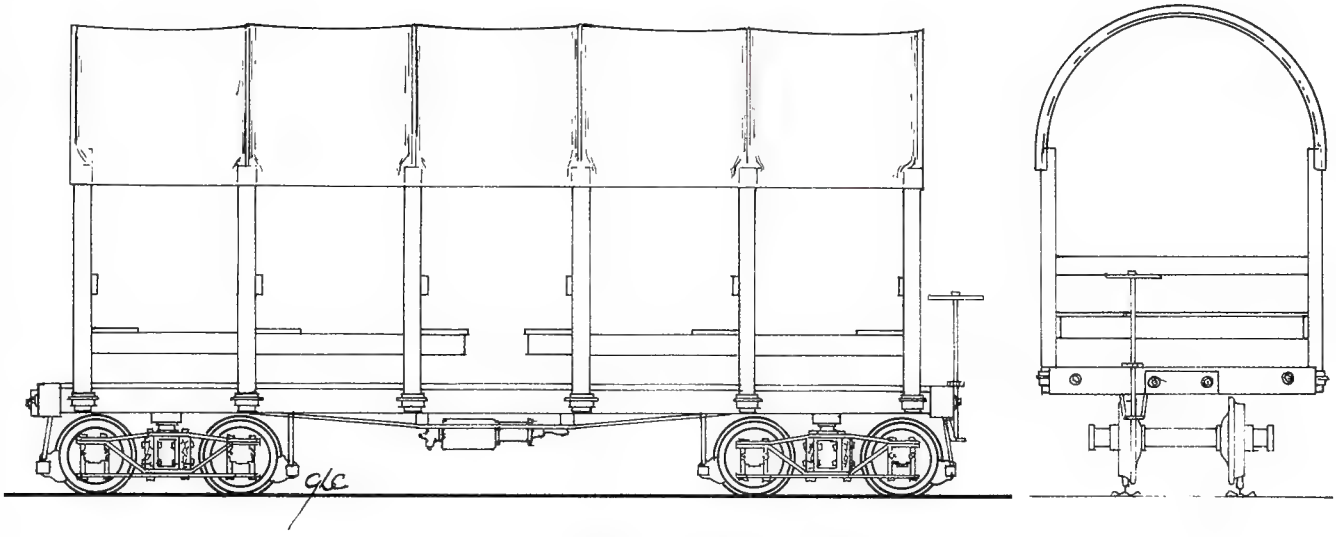

Drawn by Gary Caviglia
September 1988

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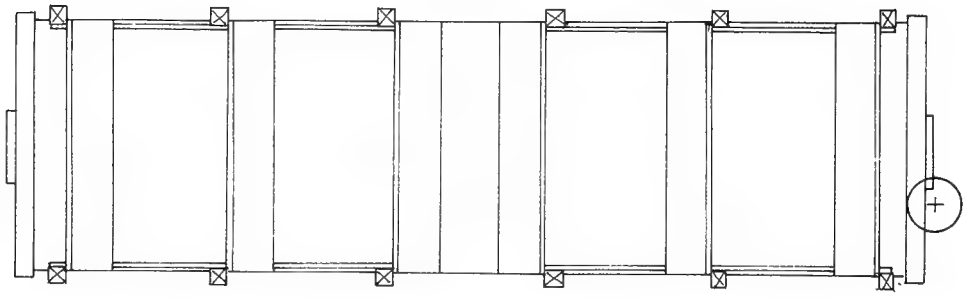

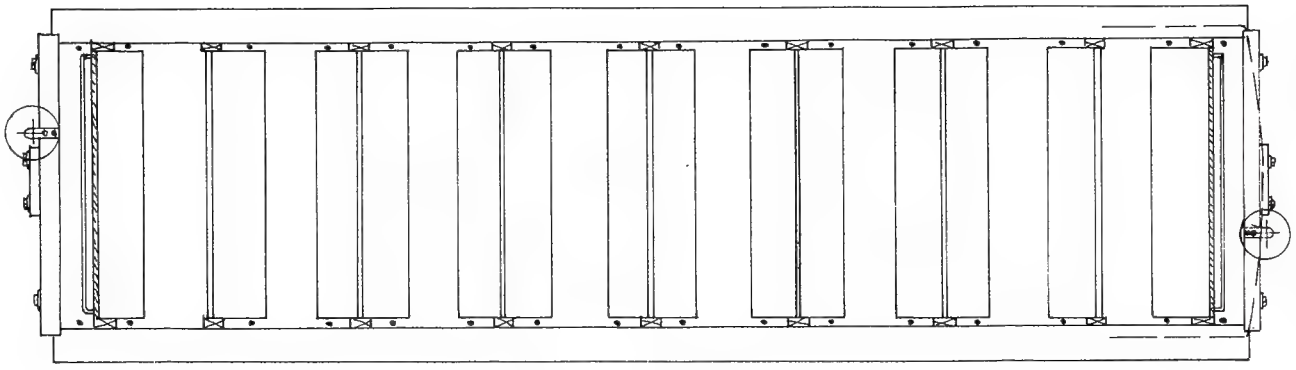

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Grass Valley Shops
1891, 1901, 1913
Cars 7, 8, & 9

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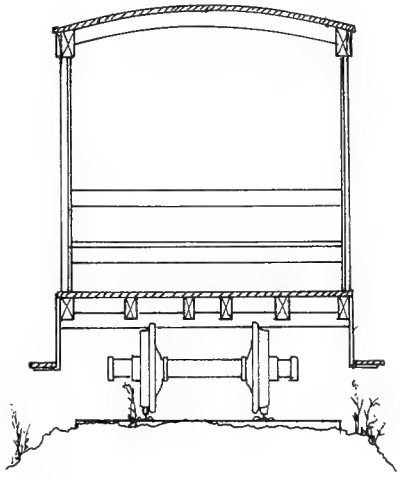
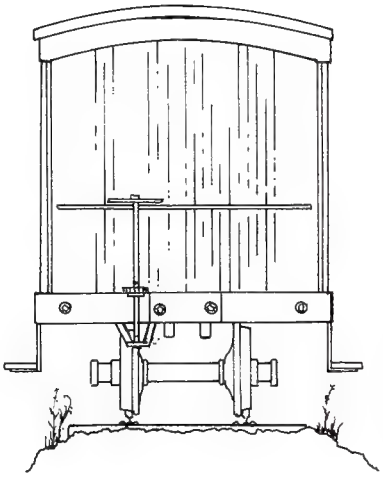
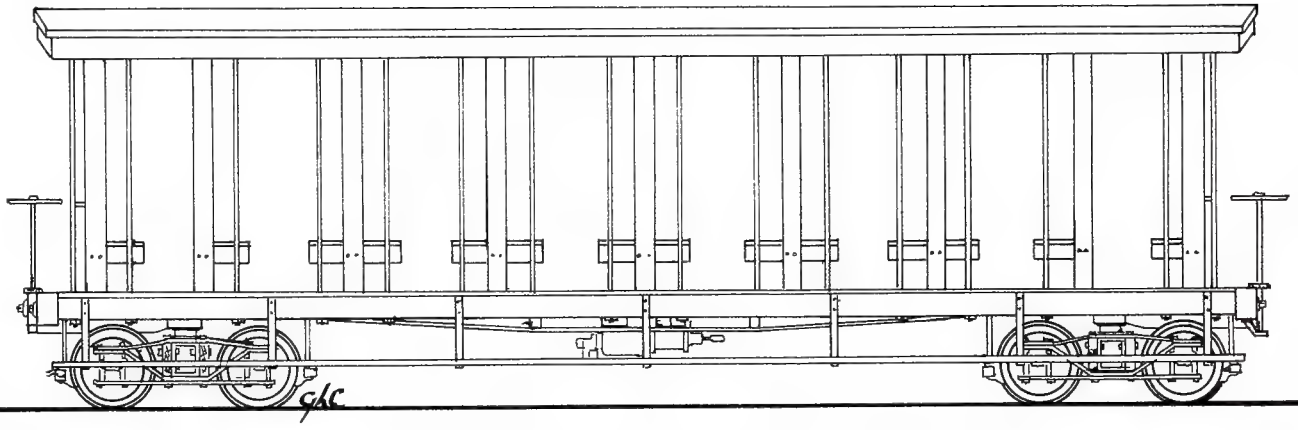






THE ROSEBUD RAILROAD DIORAMA

by Brian Rudko
Photos by the author

Rosebud Railroad Diorama was a little piece of a model railroad that is still waiting to be built. I've been moving about so much in the last few years that I haven't had the time, space, or money to build a layout. Until I built the Rosebud Diorama, all I had been able to build were a few mini-dioramas (see **GAZETTE** "Gallery" January/February 1986) and some push cars. When I was offered the discarded base of an architectural model I just couldn't resist the temptation to build this On3-On2 diorama on it.

The diorama was only 2½ x 4 feet, not large by some standards – nevertheless, it was the largest piece of scenery I had ever attempted. I decided to use a 6- x 12-inch shop scene that I had recently completed as the focus of the diorama. That small scene had been built on a piece of 1-inch thick blue foam and featured an open-air shop, a shack, and a derelict mining locomotive sitting on a piece of 2-foot gauge track. I planned to integrate this scene into

The open-air repair shop on the author's Rosebud Railroad Diorama.

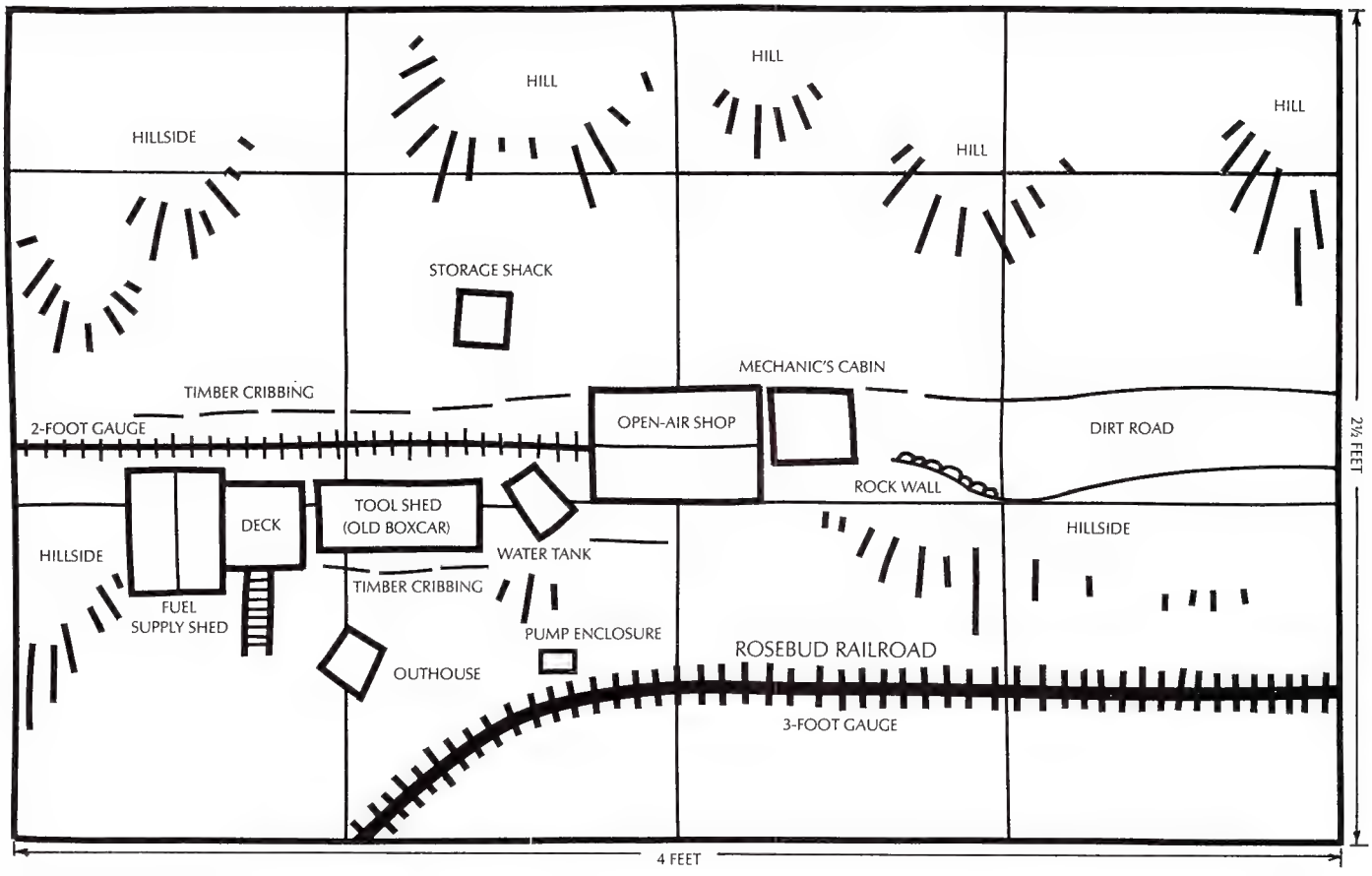
Opposite: A little gas mechanical locomotive built by Cyril Meadows from a Grandt Line Porter kit zips along the Rosebud Railroad Diorama 3-foot gauge track.

This derelict boxcar was being used as a toolshed. The cribbing had to be added and backfilled to make level space for its foundation. The stairway and outhouse added a human touch to the scene.

This overall view of the author's Rosebud Railroad Diorama shows the arid country in which this little facility was set. The Shay is owned by Tom Beaton.

THE ROSEBUD RAILROAD DIORAMA

BY BRIAN RUDKO



the larger base I had been given in such a way that I could remove it later if necessary.

The large architectural base already had broad contours cut into it. I smoothed them out with a wire wheel chucked in my power drill, and propped my small shop scene up at various places until I decided where I wanted it to go – in the center of the diorama half-way up the hills that form the back part of the scene. My 2-foot mining tram ran from the left and ended at the repair shop. A dirt road ran from the shop to the right and off the edge of the diorama. Below the shop in the front my 3-foot gauge Rosebud Railroad track entered from the right edge and curved off the diorama near the center front.

First I hacked out a place for the shop and its base in the middle of the contours previously smoothed with the wire wheel. Then I hacked out a level space for the 2-foot gauge roadbed and track, and smoothed the place where the dirt road was to go. With this done, I painted the base with some earth-colored latex paint. Timber cribbing made from ties was built up behind the 2-foot roadbed line to hold up the hill, and a section of rock wall was built up rock by rock to widen and support the dirt road.

Using cardboard mock-ups of the planned buildings, I learned that I hadn't allowed enough flat space for them. I created some level ground by installing more timber cribbing and backfilling it with gravel. This created the area where the tool shed, water tank and fuel supply shed stood. But the deck that adjoins the fuel supply shed still ended up on stilts. Just as in real life, I adjusted the building to suit the terrain and not, as so often the case in modeling, the other way around.

Since I had decided to locate my Rosebud Railroad in the American Southwest I used plaster castings made from latex molds to create the large rock outcrops common in the desert. However, my ground cover is made from tan gravel I picked up in the moist Cascade Mountains of Washington. Additional dirt from the Rock Quarry was also used. All of the dirt and ground cover around the buildings were applied with a soup spoon and artist's brush. Then eye droppers were used to apply the white glue/detergent mixture that holds it all down. The few bushes I used on the scene were made from twigs of the shrub, spirea, wired together and dipped in white glue and then in ground foam.

The open-air shop building and the storage shack were scratch-built from an article in Tom Yorke's magazine, LIGHT AND INDUSTRIAL RAILWAY QUARTERLY (no longer printed). The roof is supported by trusses made from code 70 rail and brass wire soldered together in balsa wood jigs. The small water tank and the tool shed (an old boxcar) are both Yorke plaster kits, and the fuel supply shed was built from foam core as described by Don Meeker in the March/April 1986 **GAZETTE**.

Several of the small buildings were built over a solid core cut on a table saw and covered with wood or corrugated material. Others were made from matte board walls on stripwood frames covered by corrugated material. The corrugated material was painted and etched using the techniques described in Gary Nash's article in the January/February 1982 **GAZETTE**.

The tables and shelves in the shop and the fence were scratch-built. Many of the other details are from Grandt Line, and some had brass wires pushed into their bases so they could be attached to the foam base. I used a small soldering iron and files to "dent" and otherwise "beat-up" many of the plastic parts.

Not long after completing the diorama, I had to move again. Unfortunately, I was not able to keep the scene intact. The buildings, however, were salvaged, and I hope another opportunity will arise to create at least a portion of the railroad that is still waiting to be built, the Rosebud Railroad.

STILL GETTING READY TO PAINT A BRASS LOCOMOTIVE

by Jim Vail
Photos by the author

As I noted in my last article, I don't even think about painting a brass locomotive until it runs perfectly, and getting a model locomotive to run perfectly can take a lot of time and thought. In the March/April issue I showed how I break a locomotive in, take its motor out, and get rid of "wobblers," "regular binds," and "continuous binds." (Regular binds happen once every wheel revolution, continuous binds are there all the time.) In this article I'll describe how I get rid of continuous or "intermittent binds" (they come and go), and "slop" caused by gear problems, remount motors, check wheel gauges, and discuss the pros and cons of springs.

Gear-Caused Binds

Models of both rod-driven and geared locomotives depend on gears to transmit power from their motors to their wheels. Geared engines use bevel gears or spiral gears. In the past spur gears were very common on rod locomotives; they are still in limited use but are very noisy. Today the most common gear arrangements in rod engines are based on worms, so I'll concentrate my discussion on the problems of worms and their associated gears.

Fig. 1 shows a theoretically "perfect" worm set-up for a model locomotive. The gear the worm mates with has teeth that slant either right or left to mate correctly with either a right or left-handed worm. (In large-size applications the gear the worm mates with is called a worm wheel and is expensively and elaborately shaped to mesh perfectly with the worm.) An idler gear can be added (Fig. 2) forming a gear tower and allowing the motor to be mounted horizontally in a boiler.

The misalignment of worms with their worm wheels can cause either continuous or intermediate binds. Any deviation from the theoretically perfect relationship between a worm and the gear it mates with is bad – Fig. 3 shows some typical misalignments. When the worm is too far to one side of the gear it meshes with, it starts grinding on the edge of the wheel's teeth. This can be fixed by pushing the gear over on its shaft so that it lines up with the worm. If the worm is too far forward or backward on its shaft it will only mesh with its gear at one end. Worms held on their shafts with set screws are easy to reposition; those pressed on their shafts have to be pulled into position with some kind of a gear-puller. Some recent worms come ACC'd onto their shafts, and they have to be released with a bath of acetone or melted off with heat. (Be careful of the fumes released if you heat up ACC.) If the worm is not only too far forward or backward but also tilted with respect to the gear, you may also have to relocate the motor – I'm coming to that. In practice, the perfect theoretical relationship is never achieved – I just try for the least amount of gear noise and the lowest possible current draw at any one speed.

Worms and their gears must be the right distance apart in order to mesh properly. If they are not, the screw will not contact the teeth correctly – a few thousands of an inch here can make the difference between an unbearably noisy model locomotive and one so quiet that you'll have to install sound in order to know where it is on your layout. You have to adjust the distance between worm and gear by ear. Some model engines have a jackscrew for this purpose (Fig. 4), on other engines you will have to release the motor-mounting screw and place shims under the motor. Whatever adjustment sounds best will also run best.

Figure 1. A THEORETICALLY PERFECT WORM DRIVE SET UP

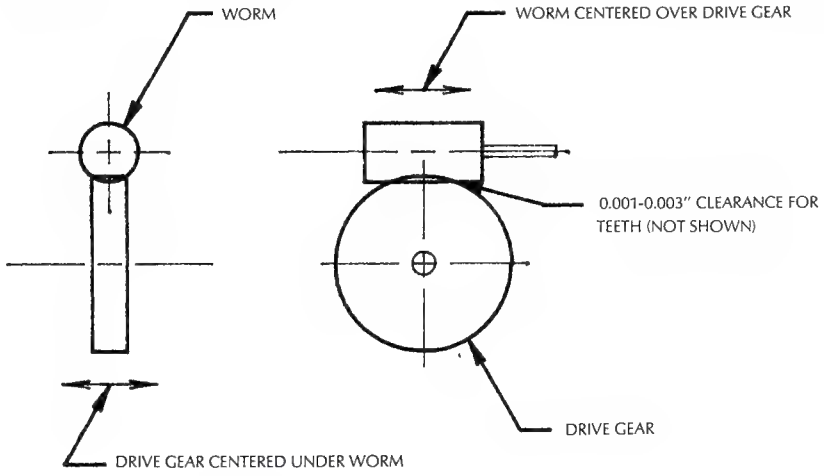
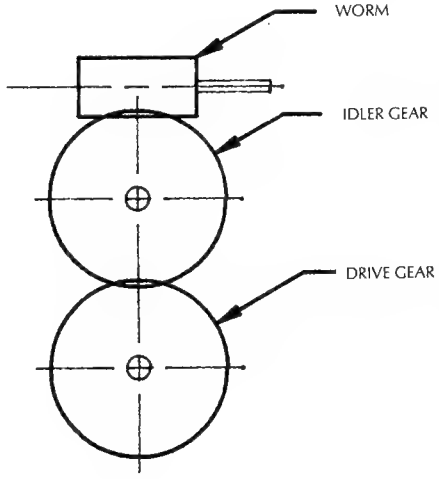


Figure 2. A TOWER OF GEARS (NO SPEED REDUCTION)



Misalignment between the worm and the gear it meshes with is most often caused by looseness of the motor, the worm shaft, or the assembly of gears that the worm mates with. When an engine runs in one direction, the resistance of the axle (and wheels) pulls the worm, the worm shaft, and the armature in the motor forward. When the motor is reversed this force is also reversed, and everything shifts the other way. You can actually see this happen when you run a locomotive mechanism on the workbench. The looser any of these parts are, the greater the "slop." When slop is too great it may cause binds right in the gear mechanism or it may cause some other part (a side rod, for example) to bind. Slop can be removed by placing washers between the worm and the motor coupling or the motor coupling and the armature until the parts no longer move back and forth and the slop has been reduced to what modelers call "clearance" – slop that's

just right. To get perfect clearance, arrange washers and adjust the worm and the gear it meshes with so there is equal play on either side of the theoretically perfect set-up when the motor reverses.

The gearbox housing the worm, the gear it mates with and any other gears may itself be a source of bind. It's a case of "action and reaction" – as the wheels of the locomotive turn, the gearbox has a tendency to rotate around the axle inside it. If you notice that your gearbox tends to twist, you may have to add a little tab to it to absorb the twist and keep it in position. You also need to check all the moving parts of the drive to make sure the motor, motor and gear coupling, motor shaft, and driver axle and gear are not making too much noise or are not jumping out of alignment. There is often a lot of need for correction in these parts, especially on older brass locomotives.

Before I finish with gear-caused binds, I need to mention something about spur geared models and models of geared locomotives. If you have a noisy or unreliable spur gear drive you may be able to get a replacement gear system. You can get a complete description of Northwest Short Line gears and gear boxes by sending $2.00 for their *Power System Planning Kit.* (Address is Box 423, Seattle, WA 98111.) Geared engines use lots of gears. A Shay has bevel gears that turn the power 90 degrees from the line shafts running from the cylinders to the trucks along the engineer's side of the locomotive. Heislers and Climaxes have spiral or spiroid gears like those in an automobile rear end. However, many models of geared engines use a regular worm type drive inside the model so the methods outlined above can also work to get some geared engines to run better.

Figure 3. WORM DRIVE PROBLEMS (EXAGERATED)

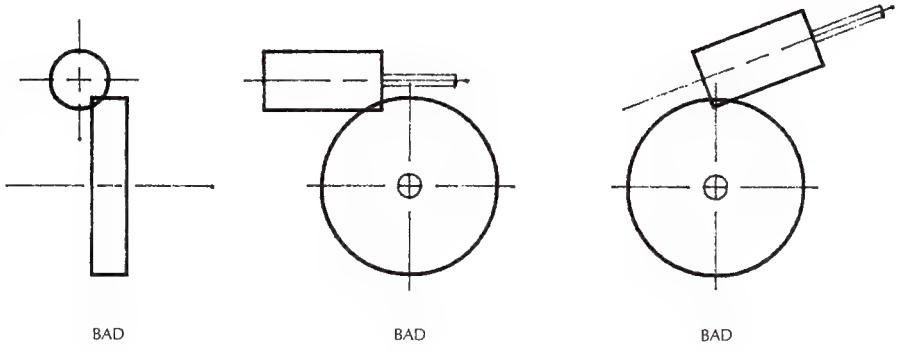
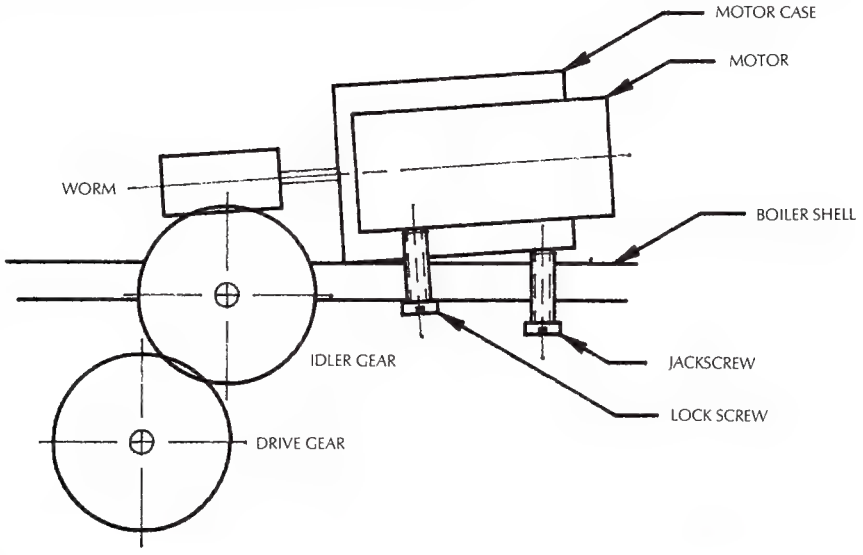


Figure 4. WORM ADJUSTMENT BY JACK SCREW

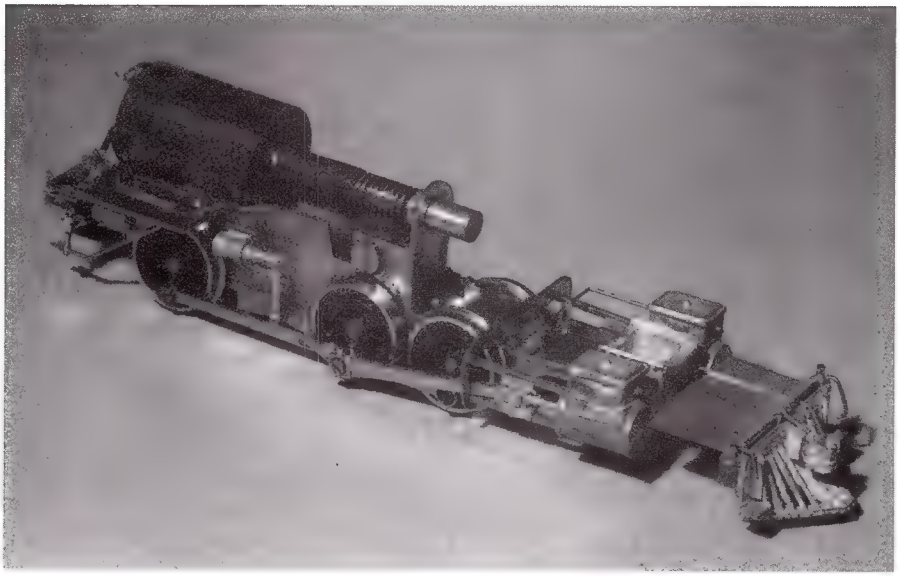


Remounting Motors

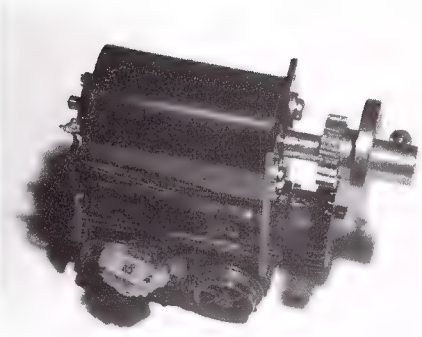
I like to remount the motors of my HOn3 engines in RTV, a kind of rubber that vulcanizes at room temperature, or in a silicone sealant made for caulking bathtubs. I find that this type of motor mount acoustically isolates the motor from the rest of the locomotive, keeping it from acting as a sounding board. A motor mounted this way can flex just enough to adjust to any little movements of the drive train that I could not remove. If you remount your motor in rubber and it was originally grounded to the frame by its mounting screws, don't forget to provide a wire to re-ground it.

In order to remount a motor, I usually make a little brass trough and mount it on the engine. Then I fill the trough with rubber and squeeze the motor in place. Next I connect the motor to its gearbox, start the motor running and hold it in place until the rubber cures.

Sometimes you can quiet down a noisy motor and gear arrangement by putting a thin slice of rubber under the motor or



An old HOn3 Westside Model Company T-12 mechanism. Note the exposed worm and gear. The original motor was replaced with a Sagami can motor mounted in RTV rubber. The "slop" in the drive was removed by using a rubber flex-joint between the motor and worm and by placing a washer between the worm and the front worm shaft mount.



This shows the drive unit from a Lambert Goose and the little flywheel that I added. I replaced the original motor with a Sagami can motor and Northwest Short Line bevel gears. The modified drive unit was re-mounted in the Goose body on little rubber pads.

around the motor-mounting screw. Sometimes just applying RTV around the motor can reduce noise. The best way to fix a really noisy locomotive is to replace the motor with a new one mounted in rubber. Eventually I hope to replace all of my old open-frame motors with instrument or micro-motors mounted in rubber.

Checking the Gauge

Of all the engines I have played with, I have never found one with the wheels out of gauge. I have found one with tender wheels that were not right, causing some bumping on turnouts. Nevertheless, it is not a bad idea to get one of the metal track and wheel gauges sold by the NMRA and use it to check the gauge of all of the wheels on your locomotives. You can usually twist and push the wheels into the correct gauge. If you have to move a driver to correct the gauge, make sure you do not change its quarter - that could cause all kinds of problems. I just heard from a friend who has had continuous binds caused by a driver being out of quarter. (All the other parts must have fitted very closely for this to happen, but that's the way they're making them these days.) Once everything is in gauge always make sure when you put the tender truck wheels back on that they are insulated on the same side that they were.

The Pros and Cons of Springs

For perfect running, all of the drivers on a locomotive must ride evenly on the rails. Some modelers feel that springs above each driver make an engine ride more evenly on the rails, and that springs take up any unevenness in the track. For the most part I disagree. I have found that the springs used in HOn3 engines are too stiff to spring and that unsprung engines sit more squarely on the rails and make better contact. The only time the springs actually work on my HOn3 engines is when I push the engine down to show that it is sprung.

There was one case where I found springing beneficial. I once installed some very weak and springy springs over the axles of an HOn3 PFM K-36. It bobbled around at the touch of a finger and could pull as much as my Sumpter Valley articulated. So if springs actually work, a sprung engine will pull more than it would without springs. On the other hand, I once installed some Kadee coupler springs over the drivers of a C-18 and all I accomplished was to get the gearbox out of alignment.

I can hear the readers now as they approach the end of this article. "Are we done yet?," you say. "Are we ready to paint?" Surely any locomotive would run perfectly after all the fiddling I've described. Maybe so, but we are not ready to paint yet. Next time I'll write about things that bump into each other and jump off the track and more. All of this is not an exact science - it's a matter of fiddling around. The more fiddling you do before you paint, the happier you'll be with the final result.

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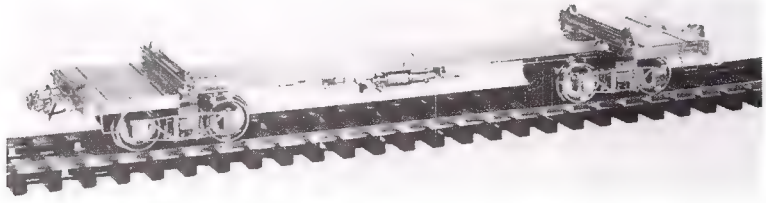

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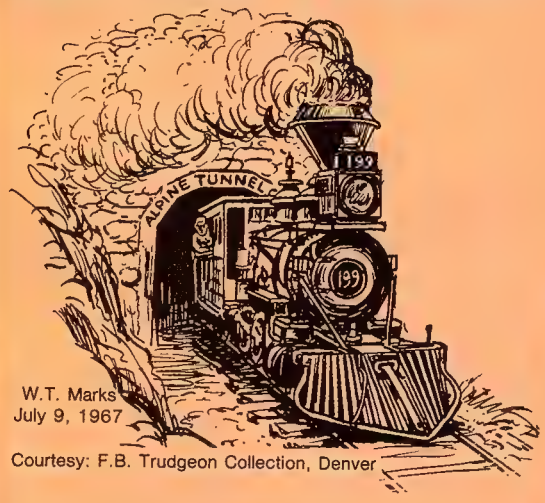

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July 9, 1967
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The South Park Line

Mason Bogie 2-6-6T

Foto Ojenus

VARIETY . . . Is the spice of life. From left to right: Denver, South Park & Pacific No. 22, the "Crested Butte," OMI #0165; No. #6, the "Tenmile, OMI #0164; No. 12, the "Como," OMI #0163; No. 15, the "Breckenridge," OMI #0162; No. 3, the "Oro City," OMI #0161; and North Pacific Coast 0-6-6T, the "Bully Boy." All of these fine models are beautifully handcrafted in brass by M. S. Models of Korea in On3 scale with a minimum operating radius of 26-inches.

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White Pass & Yukon Runs Again

by Bob Brown

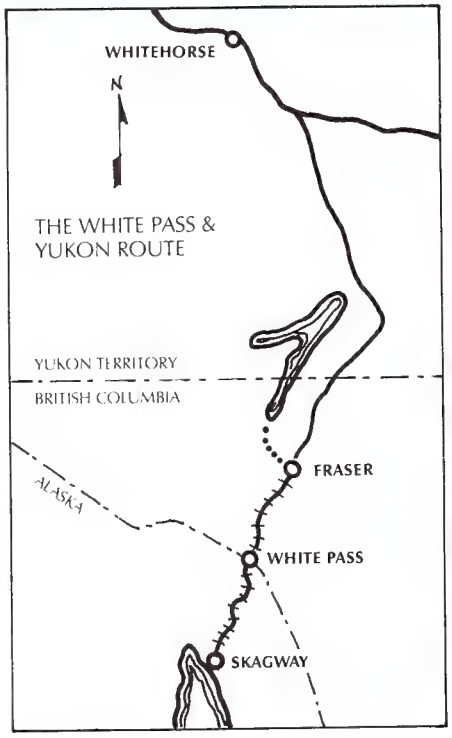
Back in December, I was dreaming about vacationing some place new where Irene and I could ride a narrow gauge train. We live only a few miles from the Roaring Camp & Big Trees in Felton, California, and we are looking forward to riding the Cumbres & Toltec and the Silverton Train again at the forthcoming Ninth Narrow Gauge Convention. We've been to Wales, and ridden the trains as well as many others in the United Kingdom. We haven't yet been to the Continent, or Australia. But wait a minute, I remembered the note in the September/October 1988 "In Brief" about the White Pass & Yukon. Was the WP&Y going to run again in 1989? No sooner had I contemplated sending off an inquiry, than I got a note from Steven G. Hites, Manager of Passenger Operations. He had seen the "In Brief" note and sent me a nice letter and a bunch of photos and brochures. The WP&Y *is* in business for 1989, and it's right up there on my list of dream vacations.

So you can dream a little too, I want to tell you a bit about this historic line. After carrying passengers and freight almost continuously since its first train in 1898, this 3-foot gauge line closed down in 1982 when world metal prices fell and the major mines in the Yukon shut down. However, increasing numbers of summer travelers visiting Skagway, Alaska, have allowed the WP&Y to reopen for excursion service as the White Pass & Yukon Route. Today, it is one of the last remaining narrow gauge lines in North America and one of only two railroads operating in Alaska.

In 1989 trains will operate from May 24 through September 20. Two services are offered. Through passengers can travel by train between Skagway, Alaska to Fraser, British Columbia, where they can tranfer to motor coaches and continue their trip up the Klondike Highway to Carcross, and Whitehorse, Yukon Territory. The one-way adult fare for this trip is $89.00. Passengers

Restored Baldwin steam locomotive #73 pulling a 1988 morning excursion train out of the Skagway yards of the White Pass & Yukon Route. Regular Diesels handle the train up the mountains to White Pass Summit. *Photo, courtesy of the White Pass & Yukon Route.*

A WP&Y work train on a trestle in 1899. *Photo, collection of the White Pass & Yukon Route.*



The first excursion train over the WP&Y on July 21, 1898. This engine was WP&Y #1 and is now on display across the street from the Skagway depot. *Photo, collection of White Pass & Yukon Route.*

can also take a short one-day trip from Skagway to the United States-Canadian border at White Pass Summit. A round trip takes about three hours and costs $67.00 for an adult.

Old #73, a 1947 Baldwin 2-8-2, pulls the trains out to the edge of town in Skagway, where regular road Diesels take over and handle the trains up the grades to White Pass Summit. If you are interested in riding the WP&YR write to them at P.O. Box 435, Skagway, Alaska 99840 or call 1-800/343-7373.

Further Reading

Martin, Cy. *Gold Rush Narrow Gauge, the Story of the White Pass & Yukon Route.* Trans Anglo Books, Los Angeles, California, 1964.

Minter, Roy, *The White Pass, Gateway to the Klondike.* University of Alaska Press, Signer's Hall, Fairbanks, Alaska, 1987.

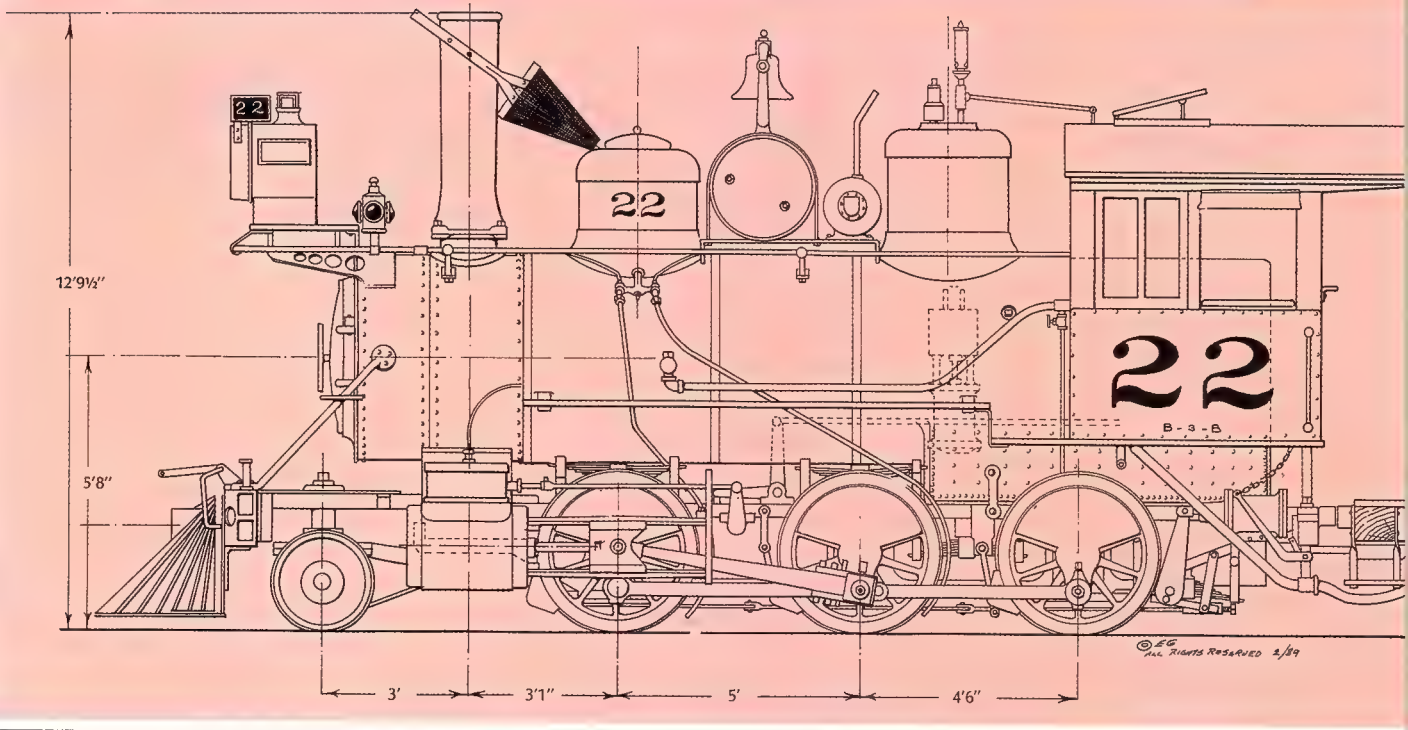
COLORADO & SOUTHERN #22

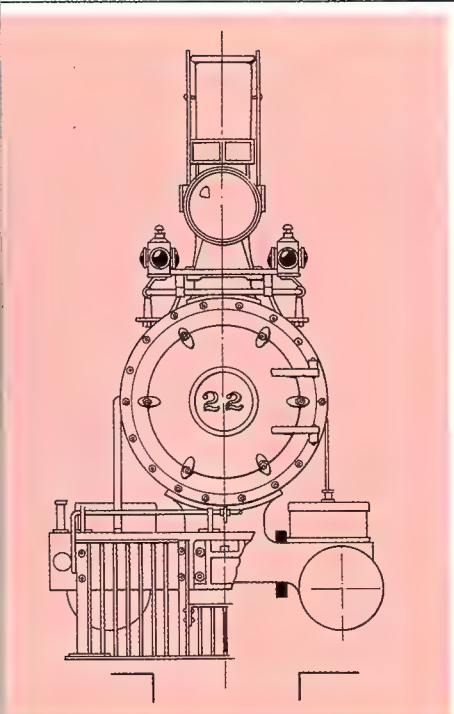
by Ed Gebhardt

Number 22 was one of a number of 2-6-0's owned by the Colorado & Southern. According to the roster in the back of Mallory Hope Ferrell's book, *C&Sng, Colorado & Southern Narrow Gauge* (Pruett Publishing Co., Boulder, Colorado, 1981), C&S Moguls 4 through 13 were built by Cooke in 1884 – numbers 2 and 3, and 14 through 22 were built by Brooks between 1880 and 1882. Number 22 was built in August, 1882 as construction #755; she had 15- x 18-inch cylinders, and 38-inch diameter drivers. To my knowledge there are no existing blueprints of #22; I used photos and a 1903 folio sheet to make my drawing. There is some controversy, however, about this locomotive and her sister #21.

In the summer 1974 SLIM GAUGE NEWS (out of print), David M. Hoffman suggested that #22 (and her sister #21) were actually built by Cooke because photos show both of them with some typical characteristics of Cooke engines. In that same magagine, Cornelius Hauck of the Colorado Railroad Museum disputes Hoffman's theory, and suggests that the Cooke-like characteristics arose in rebuildings between 1892 and 1894. Volume IV of *Narrow Gauge Pictorial* (published in 1986 and available from R/Robb, Union City, California) has five clear photos of #22 taken between 1900 and the 1920s. In that book George Colman writes that C&S numbers 21 and 22 were Brooks Moguls, "rebuilt with new straight boilers, new cylinders, and rebuilt frames" making them look much like Cooke Moguls.

Whatever the case, #22 was originally built for the Denver, South Park & Pacific as their #35, and later renumbered by that railroad to be #162. She became Denver, Leadville & Gunnison #162 before she was re-boilered in 1894; she was finally scrapped by the Colorado & Southern in 1927.





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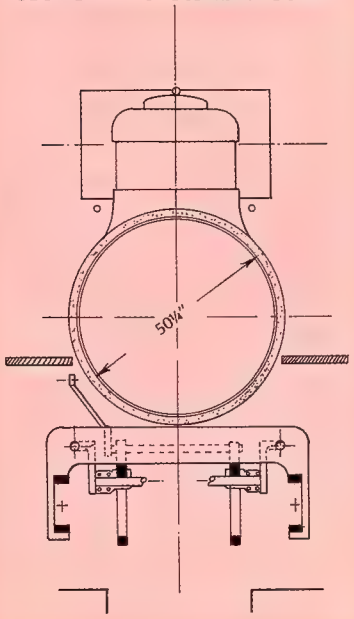
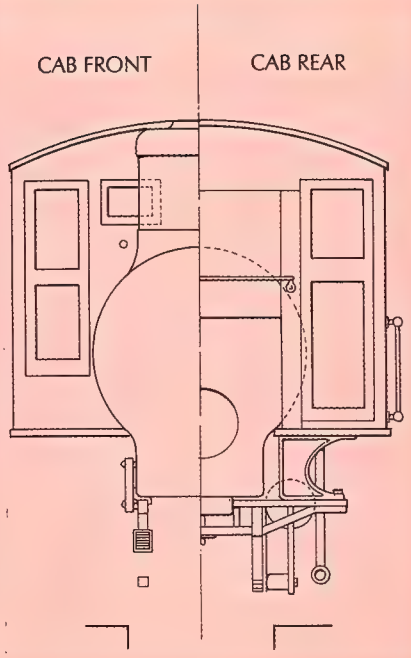
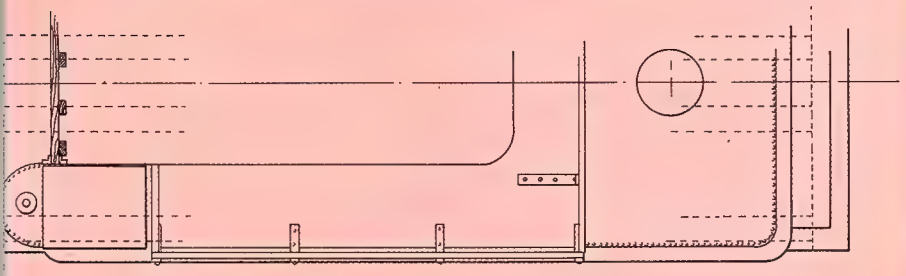
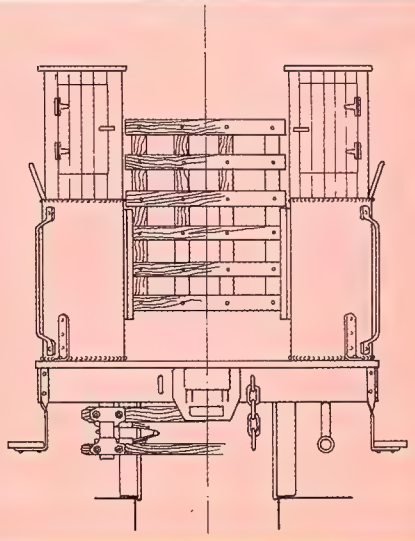


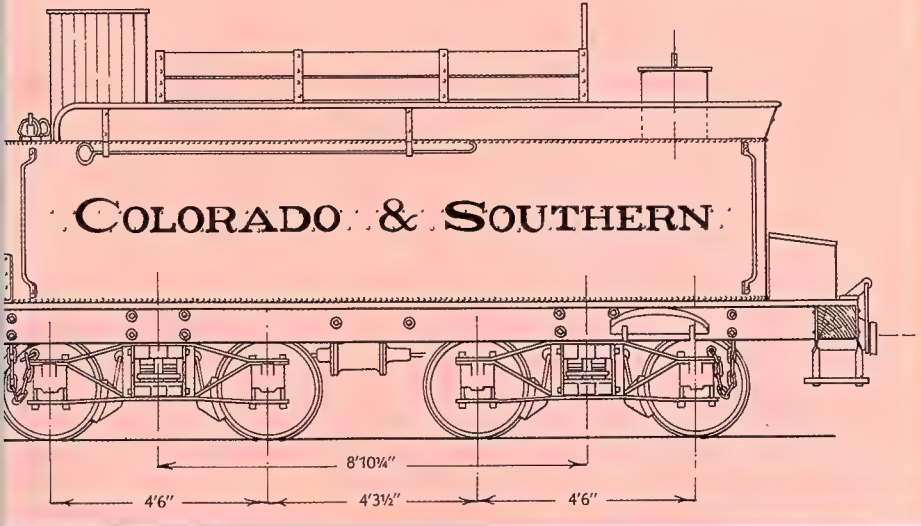
CAB FRONT CAB REAR

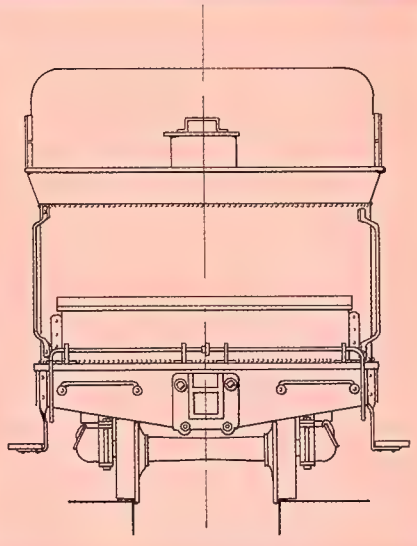






SCALE: ¼ INCH = 1 FOOT





A Hall-Scott Rail Car

by Gordon North
Photos by the author

This is another in an occasional series of **GAZETTE** articles I have been writing on converting HO gauge Kato Diesel mechanisms for use on ¼-inch scale narrow gauge models. The first article (September/October 1986) described an On30 rail car, the second (November/December 1986) described a center-cab Diesel, and the third (July/August 1988) described a small end-cab Diesel. I used the Kato JMC/Concor SW-7 mechanism for the short Diesel switchers and the Kato Atlas RS-3 mechanism for the longer rail car. Both of these mechanisms are outstanding performers. I encountered a problem, however, when I decided to build a Hall-Scott rail car. The RS-3 was too short, in fact, too short for anything in On30 but a short "backwoodsy" rail car. But I knew of two models that use lengthened RS-3 mechanisms: Railmaster of New Zealand's Sn3 East Broad Top motor car, M-1, and their Sn3 White Pass & Yukon Diesel. Knowing that RS-3 mechanisms had been lengthened before gave me courage to try it myself.

When I began this On30 caricature of a Hall-Scott rail car, my first step was to make a sketch of it with correct dimensions for my railroad. Then I determined the truck spacing and how much I had to lengthen the RS-3 mechanism. The overall length turned out to be 38 scale feet – 4 scale feet longer than my passenger cars, requiring me to lengthen the mechanism by 1½ inches.

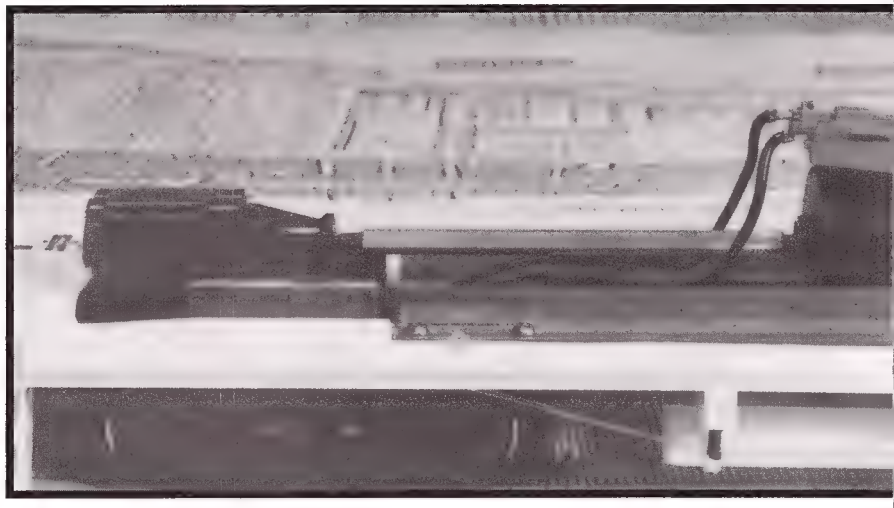


Photo 1. The brass angles shown here were used to lengthen the frame of the RS-3 mechanism frame. The drive shaft was lengthened with K&S ⅛-inch square tubing as shown in Fig. 2.

Photo 2. The rail car components ready for painting. The body was built from sheet styrene and uses Grandt Line Hall-Scott windows. Notice the brass angle used to lengthen the mechanism.

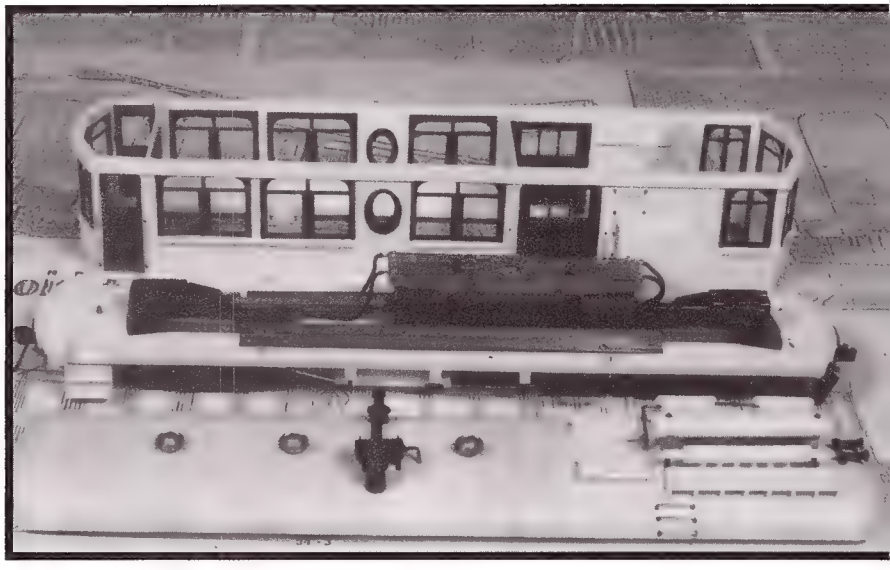
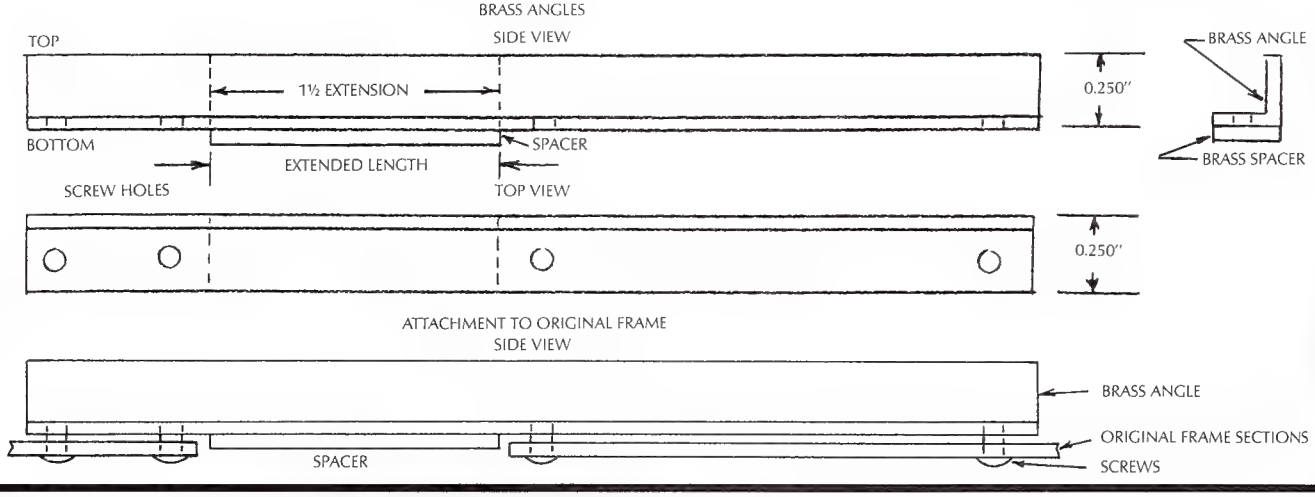


Figure 1. Lengthening the frame of the RS-3 mechanism with brass angles.



To lengthen the mechanism I cut the frame on one side of the motor at the opening for the truck, extended and reconnected the frame, and lengthened the drive shaft. If you need to really lengthen a frame you might want to cut it on each side of the motor and lengthen both drive shafts. Figure 1 shows how I used brass angles to reconnect the frame sections. My angles were bent from some 0.050-inch brass strips but you could use commercial K&S brass angles just as well. Photos 1 and 2 show these brass angles in place on the car. To make sure that my new extended frame would be square and straight, I soldered 0.050- x 0.250- x 1.5-inch spacers to the underside of the brass angle stock at the place where the frame had been cut.

Since the frame was lengthened by 1½ inches, the same amount had to be added to the drive shaft. Figure 2 shows how K&S ⅛-inch-square brass tubing was used for this extension. The Kato drive shaft was cut in the center and scraped carefully with a knife to a square cross section that had a good fit into the K&S tube. You won't need to glue or pin your drive shaft into the square tube if you make sure that this fit is sufficiently tight.

The rest of the model was built with methods very much like those described in my previous articles on rail cars and Diesel locomotives. I made the 0.060-inch-thick styrene floor the overall size of the car, and then cut a hole in its center so it would fit over the mechanism. Additional lengths of 0.060-inch-thick styrene were added to the bottom of the floor so that it fits snugly against the mechanism frame. Then I glued the finished styrene floor to the frame with Crazy Glue. (The truss rod beams and various tanks added to the underbody keep the floor from ever being removed, anyway.)

The body is all styrene with Grandt Line Hall-Scott windows. I made the front and rear single pane windows from Grandt Line double motorman's windows by cutting out the center and splicing them back to gether with MEK. The roof was made from wood covered with simulated tarpaper and detailed with typical Hall-Scott items such as radiators, muffler, tanks, and roof walks.

I'm really pleased with the appearance and operation of my new rail car and I want to thank Railmaster for giving me both the idea and the nerve to chop up an RS-3 mechanism. The ability to lengthen these mechanisms opens up a plethora of possibilities for long rail cars. I hope you try a rail car – I'll bet you can't just do one.

Figure 2. Extending the drive shaft.

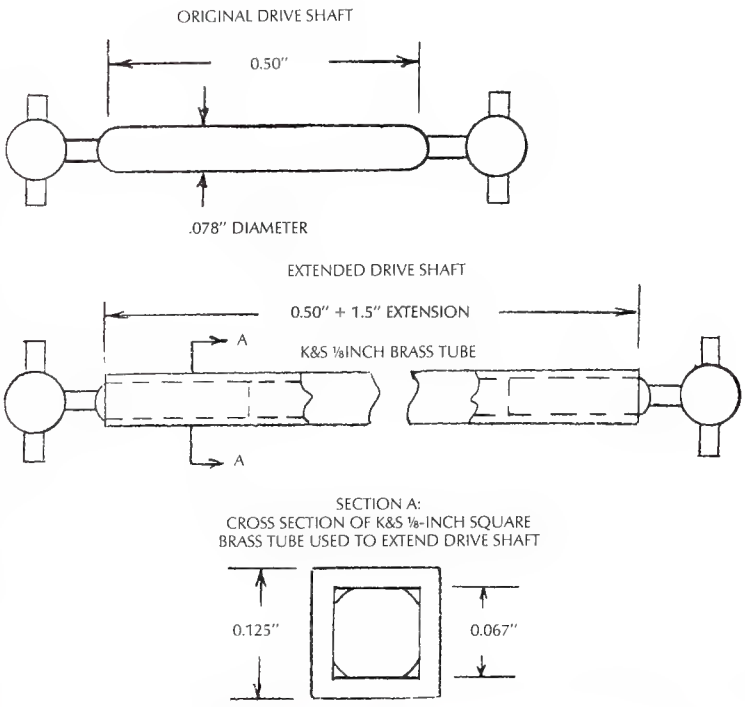


Photo 3. The completed On30 rail car at home on the author's layout. It was based on a Hall-Scott design and uses a lengthened Kato Atlas RS-3 mechanism.

The Ore Chutes at the Argo Tunnel in Sn3

Gazette Award

by Larry Nyce
Photo by Lane Stewart

When I first saw the ruins of the Argo ore chutes on a trip to Idaho Springs, Colorado, I knew that someday I would build a model of this gigantic structure. I took photos of the little that remained of the chutes, and when I got home I re-read and studied Harry Brunk's articles and plans in the January/February and March/April 1983 issues of the **GAZETTE**. But the years passed and plans for my Argo ore chutes languished. Finally, the catalyst that got me going was the impending Eighth National Narrow Gauge Convention. On a sunny Saturday in early June of 1988, I finally sat down to start the S scale model I hoped to show at the Wilkes-Barre, Pennsylvania, convention in mid-August.

First I made the sloping hillside behind the model from styrofoam covered with Hydrocal. Then I planned the structures themselves. Many of the dimensions were estimated, and parts of the structures are based on educated guesses.

I decided to use individual boards to build my chute because, even though this was the most time-consuming method of construction, it would capture the look and feel of the prototype better than any other method. My friend, Dick Patton, had to set up several different jigs on his table saw in order to cut all the different-sized boards I needed from one piece of 1- x 10-inch very fine-grained wood.

The 12-x 12-scale-inch timbers for the cribbing were put in a vise and rounded at the corners with a small plane. Then they were scored with a fine-toothed saw to simulate wood grain, and stained with gray leather dye diluted with denatured alcohol. The cribbing constitutes most of the model, and putting it together was the most tedious part of construction.

Once the cribbing was in place against the hillside, I added the rest of the walls, bins, and other parts, ending with the large shed on the very top of the structure. All of the wood parts in the buildings were stained with the same mixture I had used for the cribbing. The lettering on the side of the shed is dry transfer letters. The roofs are Campbell's corrugated material weathered with Floquil Grime, Rust, and Earth colors. One of the chutes that extends from the top of the structure down to the troughs at trackside actually works – I can slide material down it for loading into gondolas. The rest of the chutes are dummies.

The small stones behind the cribbing at the back of the structure were dropped into place one at a time and are held in place with diluted matte-medium. The iron troughs at the bottom of the chutes were fabricated from styrene and airbrushed with black and rust colors.

The groundcover on the hillside is crushed plaster colored with acrylic paint mixed with dirt and stones that were picked up along the actual roadbed in front of the remains of the prototype chutes. Code 40 rail was used for the mine track at the top of the structure and code 55 rail was used for the Colorado & Southern tracks at the bottom.

The only commercial parts in the model are the Campbell corrugated material, some Grandt Line ore cars and nut/bolt/washer castings, some V&T Shops barrels, Clover House ties, and Railcraft rail.

In spite of the fact that my model of the Argo ore chutes contains over 2200 individual pieces of wood, and an additional 70 pieces of styrene, it was finished in two months – in plenty of time for the convention. The ore chutes were enjoyable to build and they became even more enjoyable when I won both the **GAZETTE** Award and the P-B-L Sn3 Modeler Award at Wilkes-Barre.

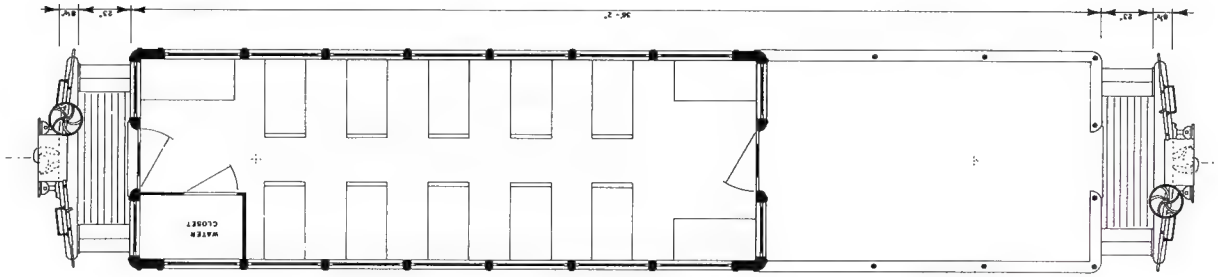
Oahu Railway and Land Co.

SEE OAHU BY RAIL

COAST LINE OAHU SCENIC ROUTE RAILWAY

O R & L Co.

Plans drawn by Jim Dunlop, compliments of the Oahu Railway and Land Company



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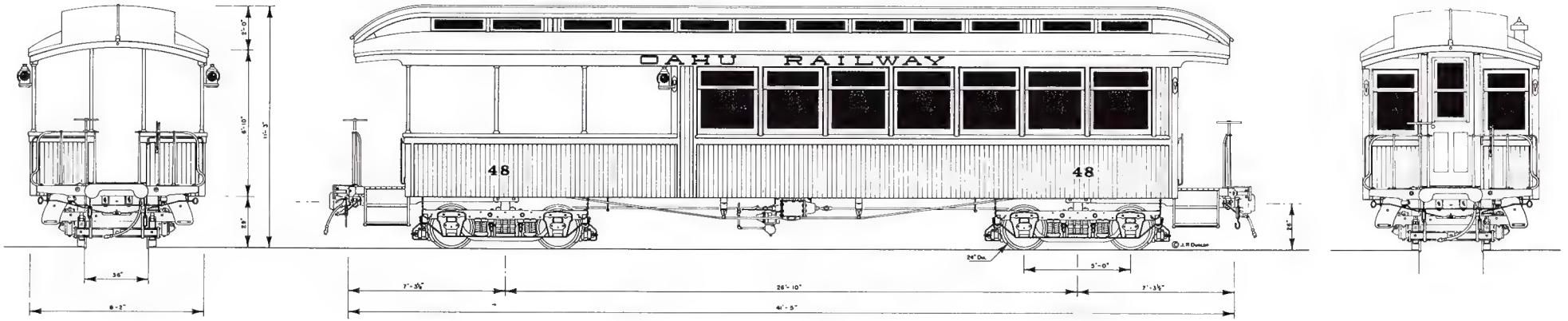

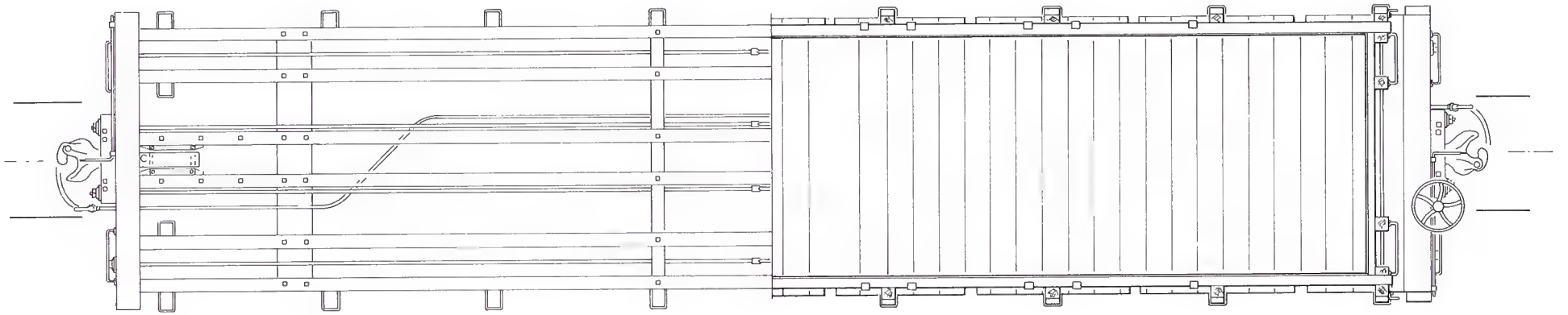

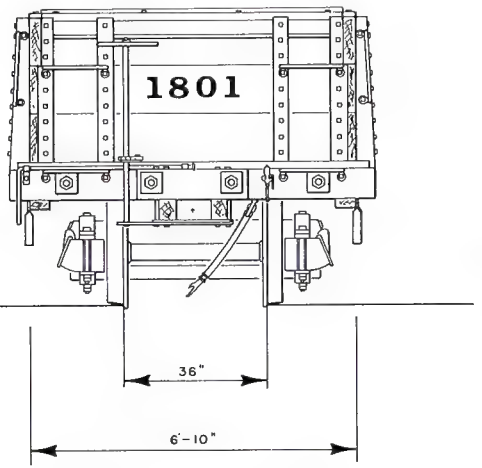

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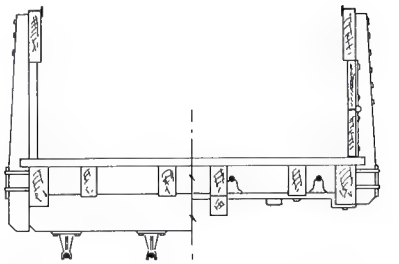
25 TON· 34'WOODEN GONDOLA NO. 1801

¼-INCH SCALE



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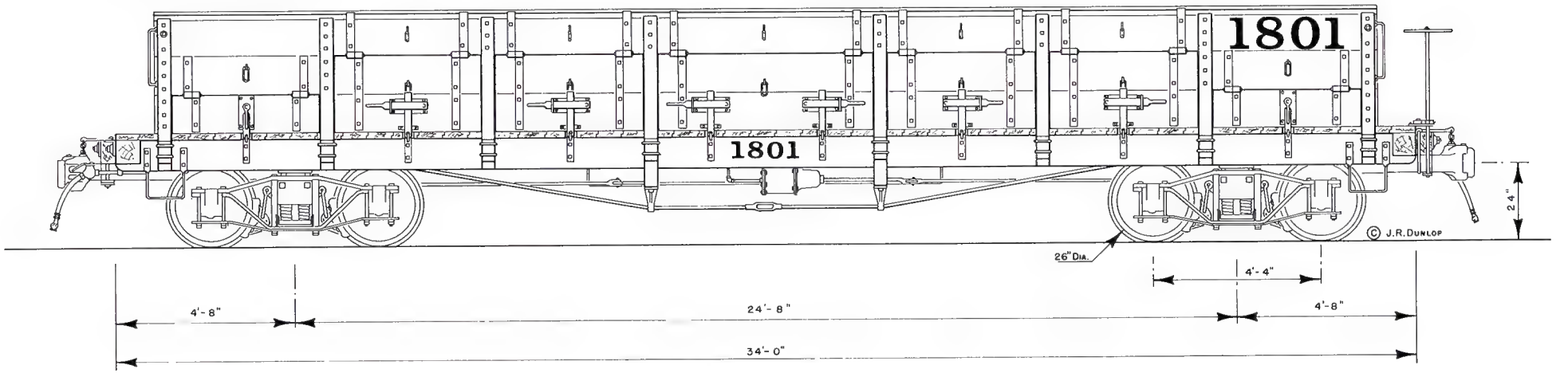
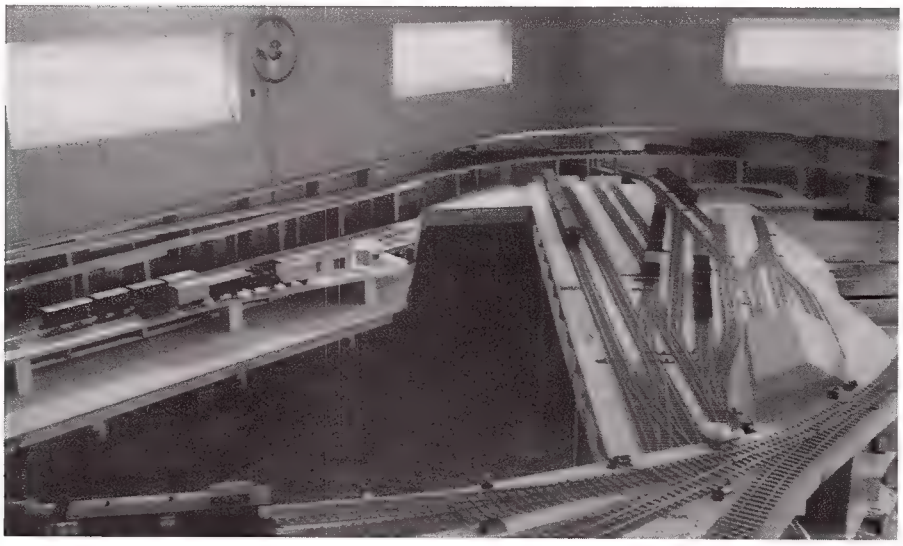


THE KORERO RAILWAY

by Paul Berntsen
Photos by the author

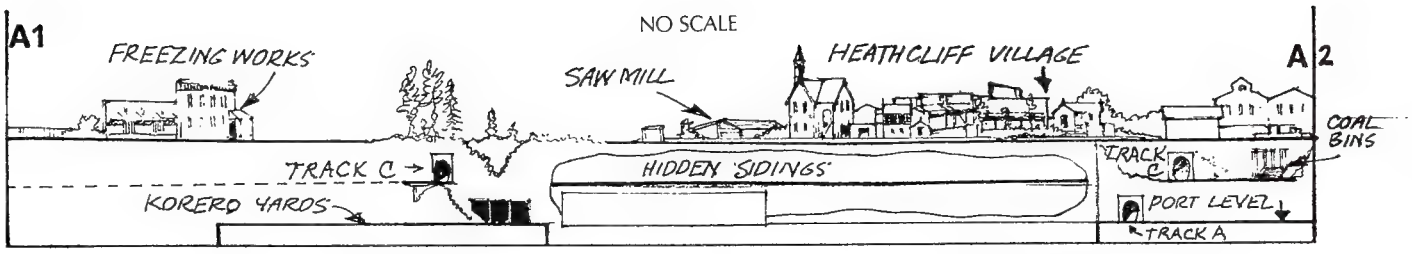
Above: Korero Station with all of the track completed. Slide switches are used to move the points and control the polarity of the frogs.

Below: This overall view shows all of the bottom and middle levels of the author's 9mm scale Korero Railway.



New Zealand is a mountainous country and when it was opened up to rail transport in the last century, a gauge of 3-feet 6-inches was chosen to save construction costs. Soon a network of narrow gauge lines was being traversed by locomotives and rolling stock imported from Great Britain and the United States, and by 1908 the mainline on North Island was complete.

My Korero Railway is being constructed in a 22- x 14- foot room that I built under our lounge just to house it. Set in New Zealand in the Edwardian period (around 1910), the Korero is very British. Built to a scale of 9mm to the foot, it uses O or 32mm gauge track to represent the 3 foot 6 inch gauge of the New Zealand Railways. Proportionally this is 1:33.8, so either 1:32 or 1:35 vehicle kits and people can be used. (See the article I co-authored with Terry



THE KORERO RAILWAY

Bradley in the November/December 1986 **GAZETTE** for more examples of models in this scale).

I used L-girders for my benchwork, and laid all of the track with code 100 rail soldered to circuit board ties. The switch frogs are cast nickle-silver made from my own patterns. My trackwork occupies three levels. The base level has my main terminal, Korero Station, and a river port called Port Tiritiri. The middle level has a continous run and hidden sidings for train storage. The top level has a country town called Heathcliff. The track includes the main continuous run, the two branch lines (to the country town and the river port), and several sidings at industries around the layout.

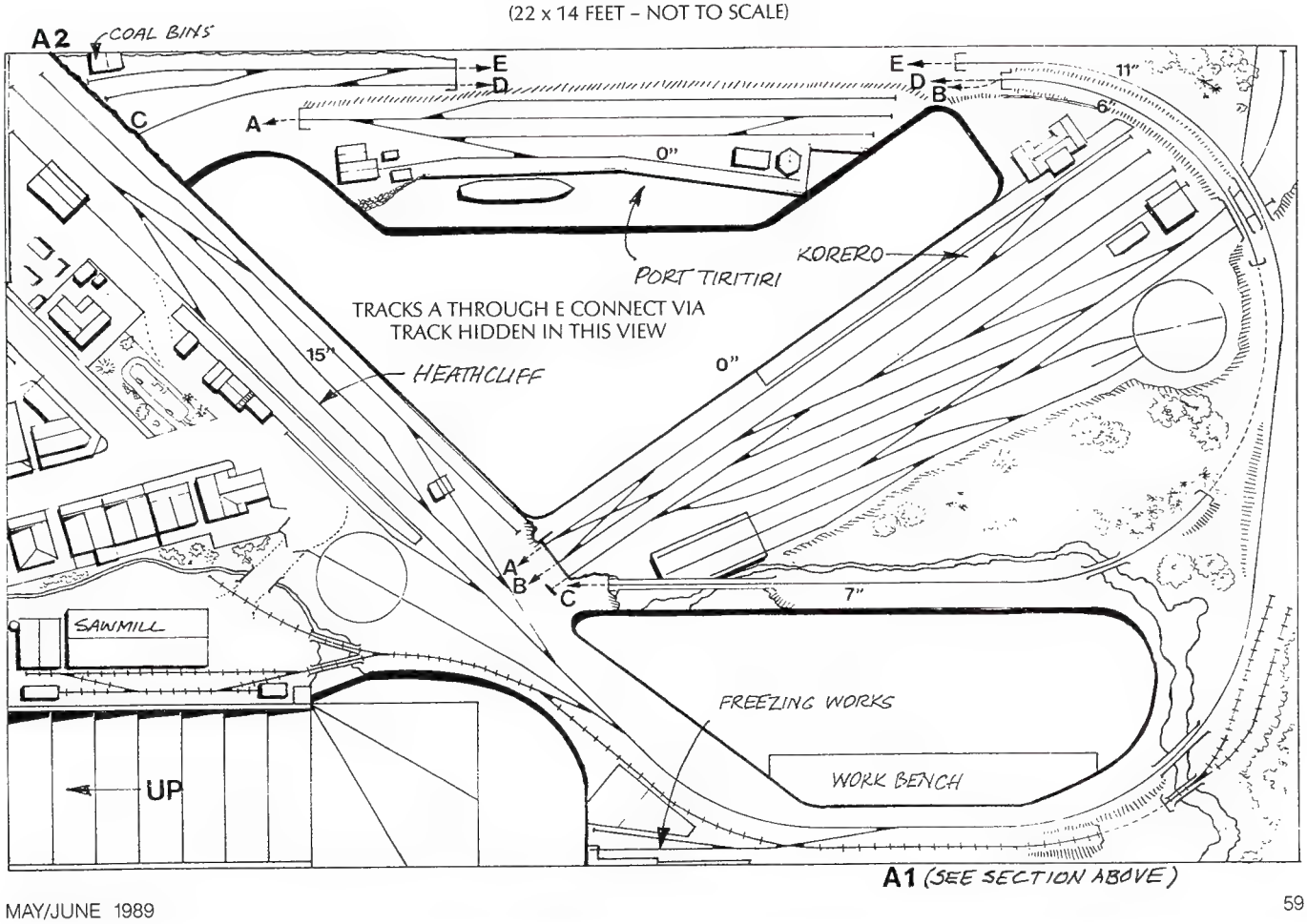
Strips of old sheets were dipped in plaster of Paris and draped over ½-inch mesh chicken wire to form the contours of the scenery. I cast some of the rocks in rubber molds and hand carved others. The river is poured polyurethane over a bed of river gravel and stones. It is highlighted with gloss medium and white paint to give it the look of running water. When the plaster that forms the scenery was dry, I painted it with acrylic paints, and covered the ground with foam held in place with a white glue and detergent mixture. Lichen and carpet underfelt were used for vegetation and are topped with dyed sawdust, more ground foam, and flock. At present, trees are sparse on the Korero Railway. The ones I have were made from Woodland Scenics kits and a local weed called yarrow. I intend to use more Woodland Scenics foliage to make more trees from twigs.

At present most of the buildings are cardboard mock-ups cleverly built and painted by my friend John Whyte. Even though temporary, they help me check that the final buildings will fit their sites and not overpower their surroundings. (In 9mm scale building are large.) I use road vehicles from 1:32 plastic and metal kits and 54mm plastic and metal "people" from England.

My rolling stock seems to be a mixture of every construction method known. New Zealand modelers have developed polyester casting in rubber RTV molds, and are able to achieve very good detail. This casting method is ideal for short runs of

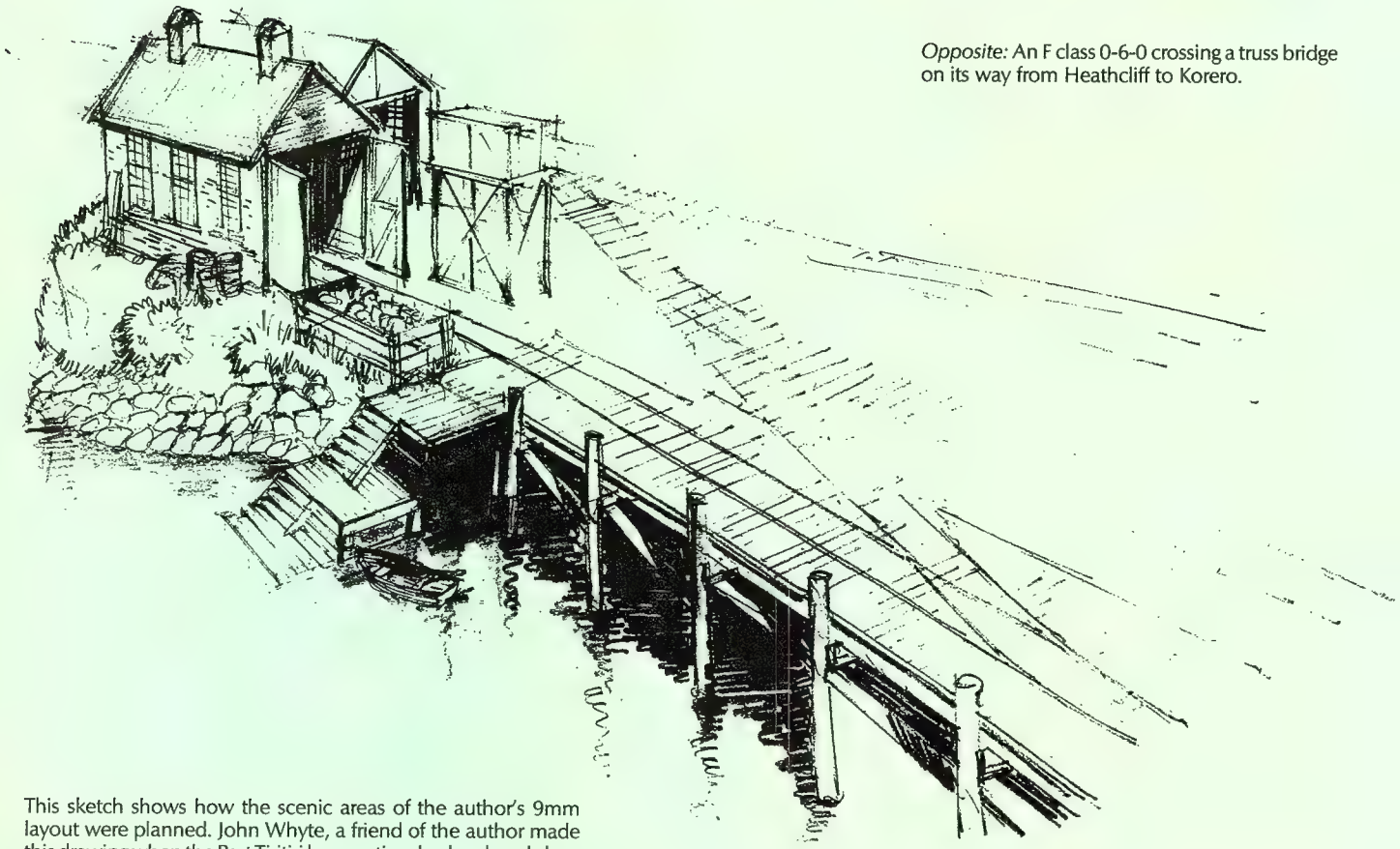
THE KORERO RAILWAY

(22 x 14 FEET – NOT TO SCALE)



The Port Tiritiri locomotive shed and workshop with a class A 0-4-0 waiting for its next assignment.

Opposite: An F class 0-6-0 crossing a truss bridge on its way from Heathcliff to Korero.



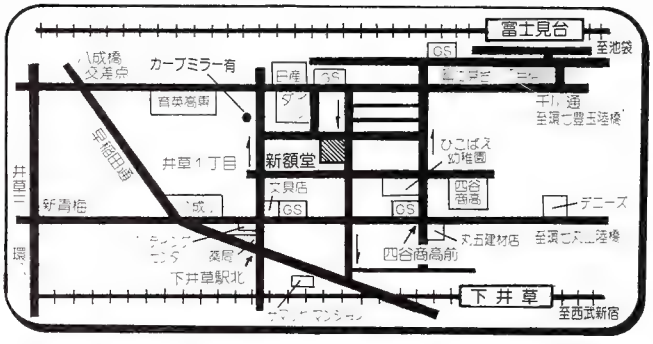
This sketch shows how the scenic areas of the author's 9mm layout were planned. John Whyte, a friend of the author made this drawing when the Port Tiritiri locomotive shed and workshop were being planned.

Warren Stirling, a friend of the author, making a video tape of the building of the Koreno Railway. Some of the completed scenery shows in this photo.

parts and I have used many castings made by other modelers for some of my freight cars and for all of my passenger rolling stock. Other cars were hand-built from wood and a few are white metal castings from my own and other's patterns.

I generally scratch-build my locomotives from brass with Sagami motors and flywheels. My earlier models have rigid chassis, but the later ones are equalized. Prototype New Zealand chopper style couplers cast in brass or white metal are used. A conventional block control system with simple transistor throttles on walk-around cables controls the layout, and I have started work on a timetable. (I have already made a speeded-up clock for operation.)

Korero Railway gets a lot of use, and I find it a great way to relax. While I still have a long way to go on the buildings and scenery, I am at last getting some areas finished – still sometimes it seems like a "long haul."



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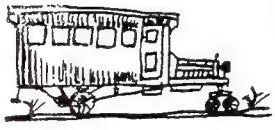

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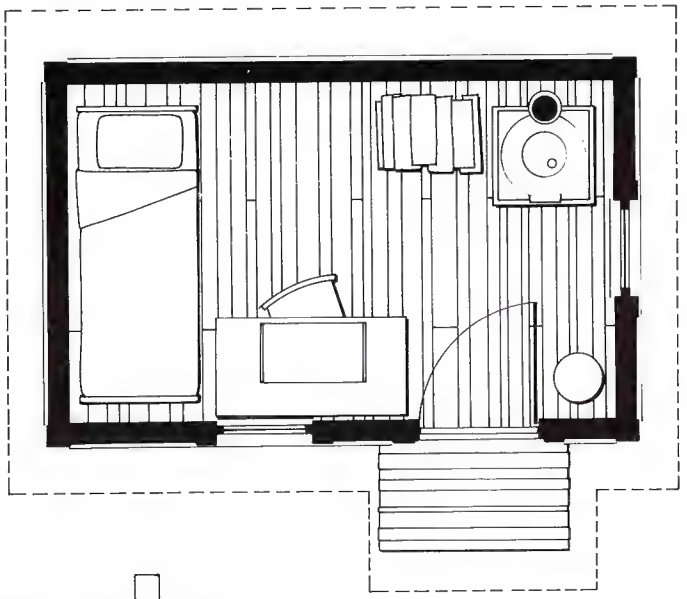
A "WEST SIDE" BRIDGE TENDER'S CABIN

BY RICHARD L. GARDNER
SCALE: ¼ INCH = 1 FOOT



This free-lanced building was inspired by two photos of West Side bridge tender's cabins on page 168 of Mallory Hope Ferrell's book *West Side – Narrow Gauge in the Sierra* (Pacific Fast Mail Books, Edmonds, Washington, 1979). The cabin I have designed is more refined and of superior construction than either the 1957, or 1960 ones shown in the book. Mallory writes: "A watchman was stationed at each of the major trestles to check for fires. He led a quiet existence in the woods but did have a television set."

Up Clear Creek on The Narrow Gauge

Part 56: The Union Hotel

by Harry Brunk
Photos and painting by the author

My HO scale Union Central & Northern version of the Colorado & Southern's Clear Creek Line was intended to be as close to the prototype as possible. Still, I do enjoy freelancing once in a while, and there were several places on my layout where I was able to indulge myself. My model of the Union Hotel in Idaho Springs was one of these indulgences.

The hotel that stood across the street from the railroad station in the prototype Idaho Springs, Colorado, would have been on the backdrop in my model Idaho Springs. However, I had already built a model of a hotel for another layout and I wanted to use it on the UC&N. I relocated the Idaho Springs hotel a block east of the station to a spot occupied by a bank on the prototype. Thus it is still in the general region of the real hotel, and although its back is to the tracks, my hotel is in plain view of the dwindling number of passengers still travelling on the UC&N in the late 1920s.

My Union Hotel was inspired by a painting I made of the real Falstaff Hotel. This painting (shown above) was based on a black and white illustration that I found when I was culling worn and out-dated material from the "cleared for publication" clip art files of a publishing company I was working for. The material was from the 1930s and 1940s, but the history of this hotel and its location remain unknown to me. The worn and faded illustration has a New England "feeling" about it, but the Falstaff looked like it would be at home almost anywhere. Although the drawing does not show all of the Falstaff, apparently about two thirds of it can be seen. The plan and my model represent a very small inn, and show the Union Hotel as it is on my present layout; you could stretch the hotel out to match the illustration or using a little imagination, even further.

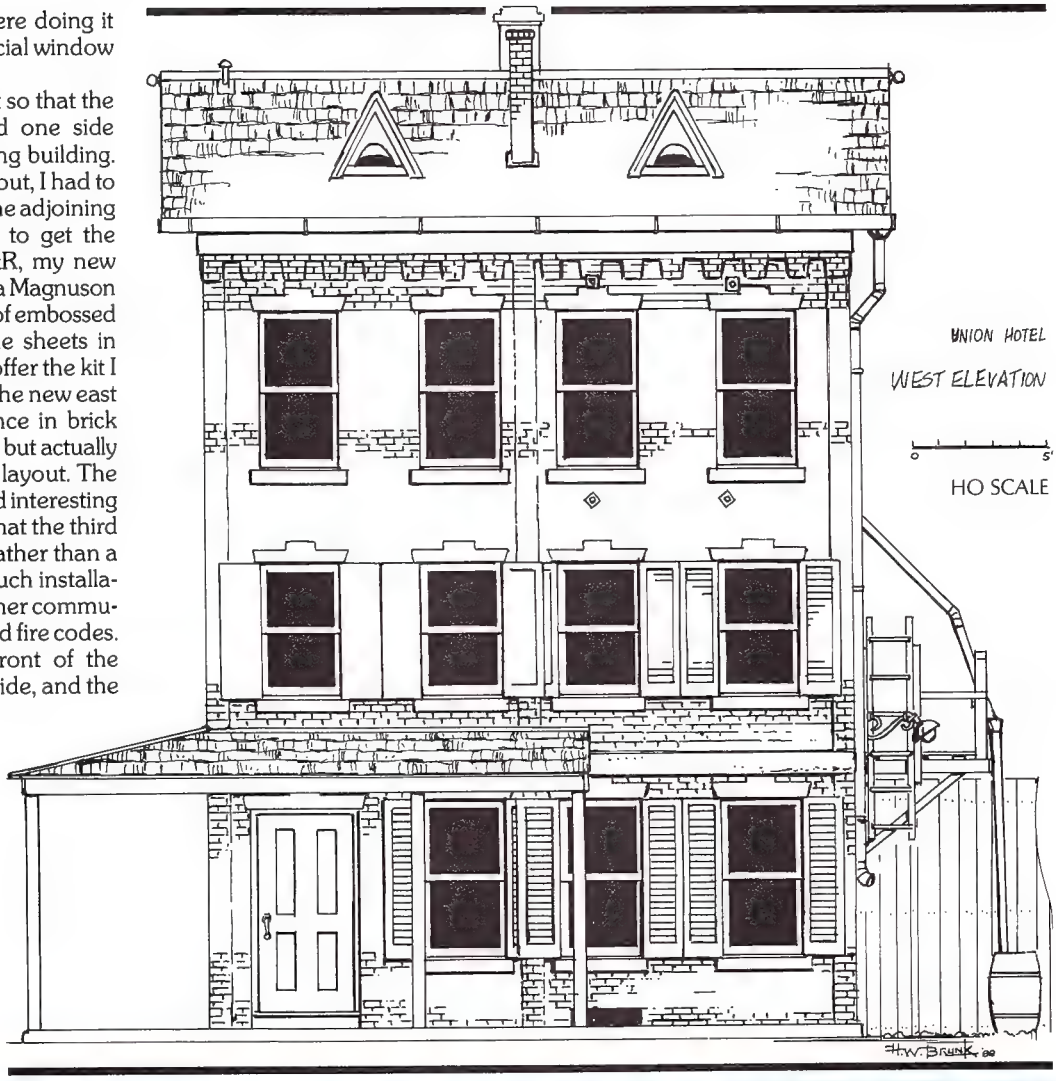
Title Illustration: The original inspiration for the Union Hotel. The author based this pen and ink/water color painting on a black and white illustration from a publisher's old clip art file. The colors were "guesstimated."

The compact nature of this building attracted me, and several years ago it became one of my first kit-bashing projects. Compact as it was, I still had to reduce its length to fit it on my layout. My hotel began with the illustration and a "brick" sheet kit once available from Holgate & Reynolds. If you compare the plans with the title illustration, you can see the many liberties I took in order to get the two story H&R brick walls to come out close to the Union's three story walls. As I remember, the H&R kits consisted of sheets of Vinylite plastic brick material with doors and window locations molded in. You had to cut out these window openings. Cornices were molded into the sheets – luckily the window openings were close enough to those in the Falstaff that I could use this kit as a basis for my Union Hotel. I merely cut out the window pane areas in the recessed blank window areas of the H&R material, backed them with clear acetate, and painted curtains and

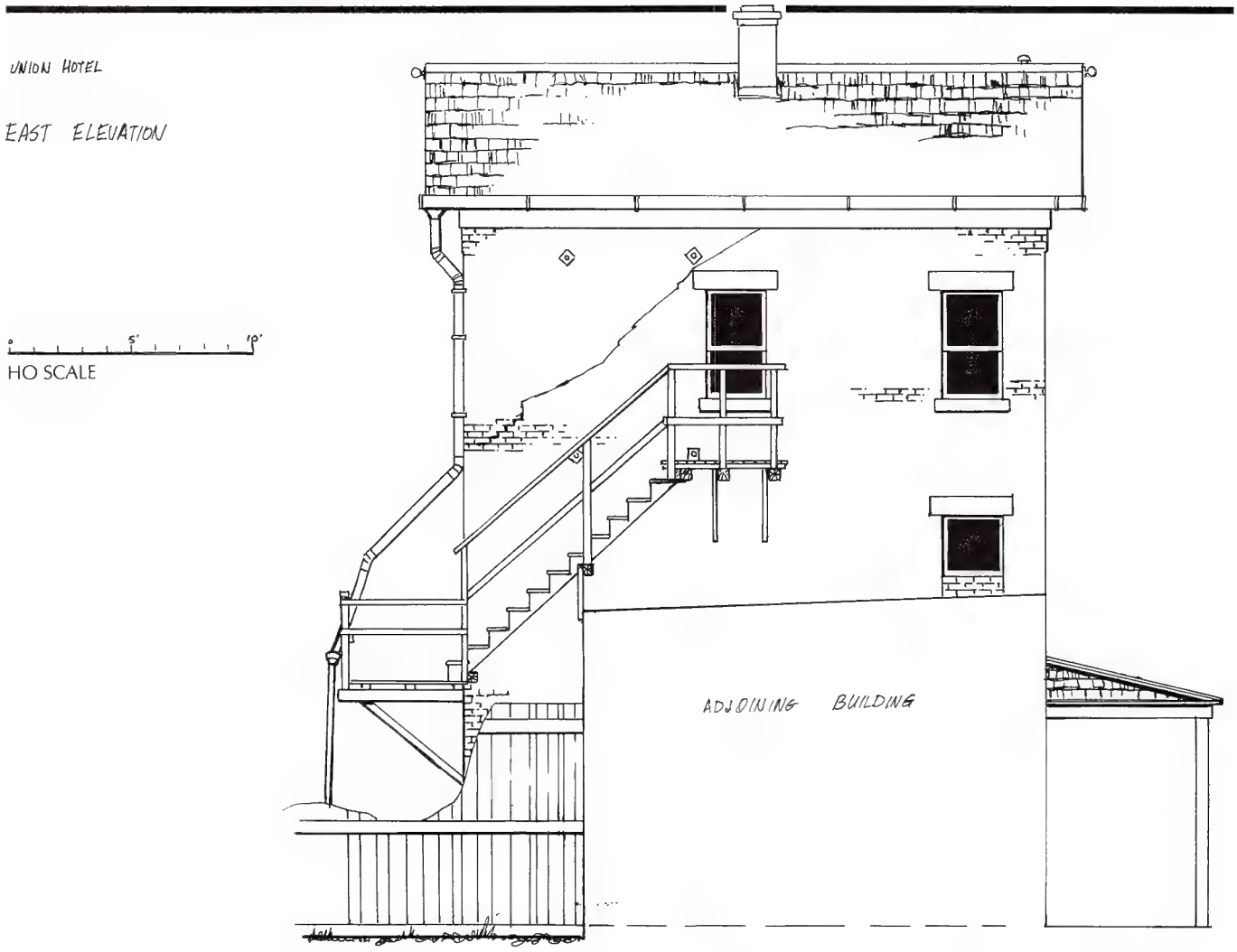
shades in each window. If I were doing it today, I would use the commercial window castings now available.

My hotel was originally built so that the back faced the backdrop and one side shared a wall with a neighboring building. When I moved it to my new layout, I had to build a new east wall to match the adjoining buildings. Since I wasn't able to get the exact same material from H&R, my new east wall was made from part of a Magnuson kit. (H&R still offers many types of embossed 3½- x 20-inch brick and stone sheets in several scales but seem not to offer the kit I used to build my hotel.) Once the new east wall was installed, the difference in brick size weighed on my conscience, but actually it is not that easily seen on the layout. The fire escape seemed a logical and interesting addition. Purists might object that the third floor platform is at a window rather than a door, but I have seen several such installations in the older sections of other communities, probably to meet updated fire codes.

What was originally the front of the hotel is now the back or track side, and the

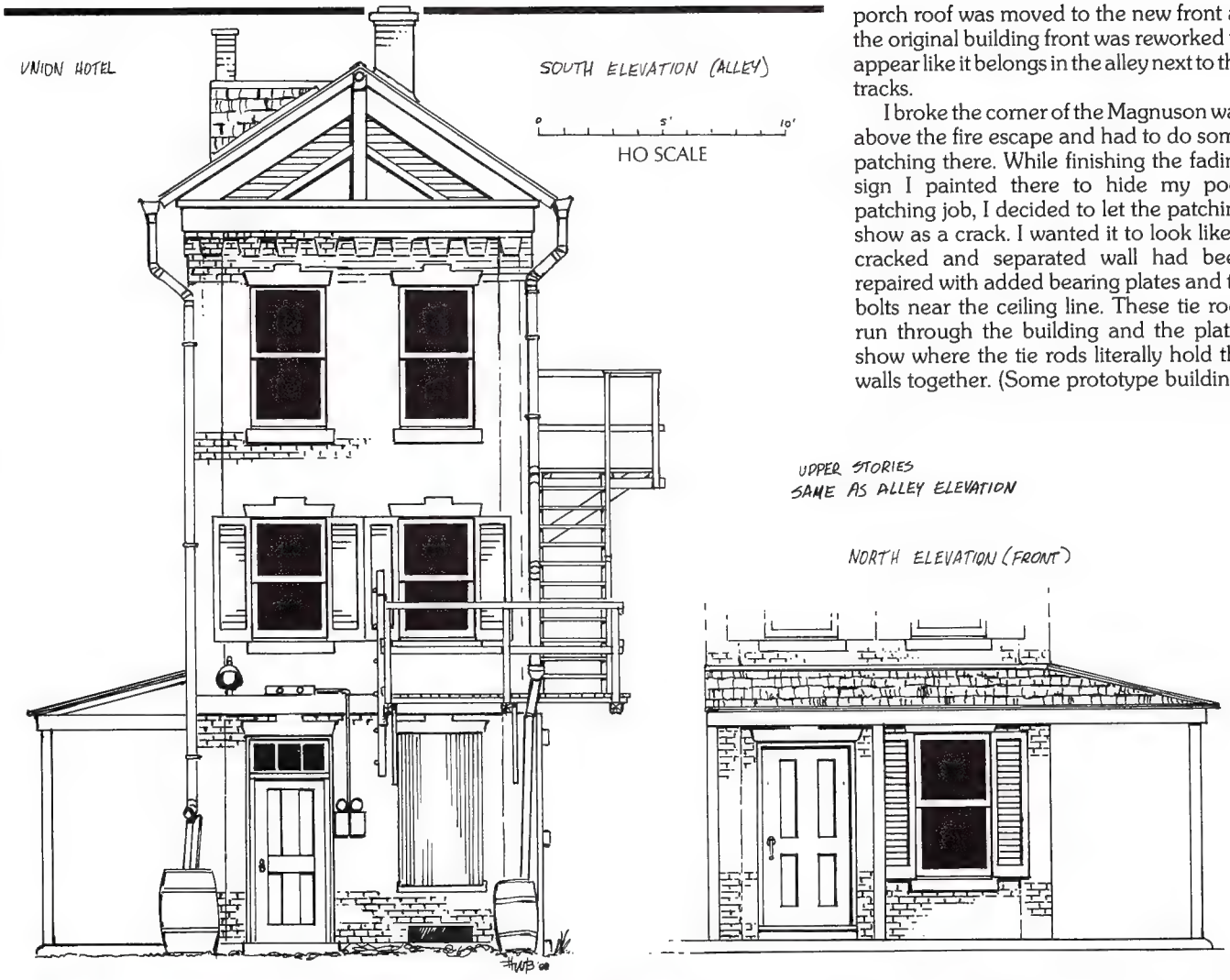


The Union Hotel is viewed from the rear on the UC&N. It is one of the buildings that help model the alley that the Colorado & Southern ran down in Idaho Springs, Colorado.



Number 65 switches a flatcar on the siding behind the Union Hotel. The alley view of this portion of Idaho Springs offers more clutter and character than store fronts would.

Opposite:
The small Union Hotel is at the end of a narrow block between Miner Street and Idaho Street along which the UC&N tracks run.



porch roof was moved to the new front as the original building front was reworked to appear like it belongs in the alley next to the tracks.

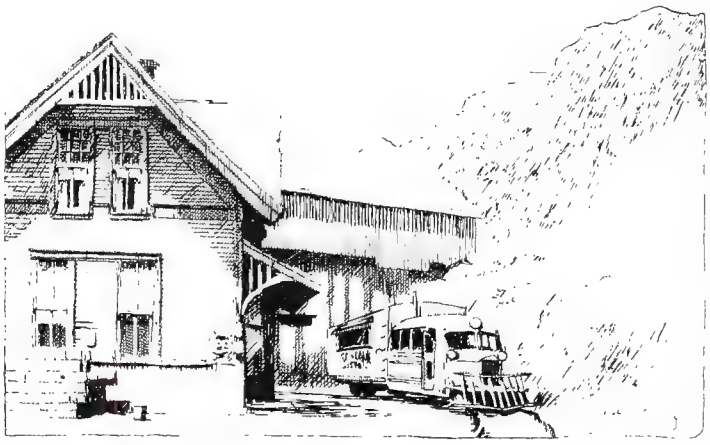
I broke the corner of the Magnuson wall above the fire escape and had to do some patching there. While finishing the fading sign I painted there to hide my poor patching job, I decided to let the patching show as a crack. I wanted it to look like a cracked and separated wall had been repaired with added bearing plates and tie bolts near the ceiling line. These tie rods run through the building and the plates show where the tie rods literally hold the walls together. (Some prototype buildings never required tie rods, some did, and some brick structures appear to have had them installed when they were built. Some bearing plates were decorated and cast in patterns such as stars.) Bearing plates can be omitted, but if you want to use them, they are available as castings from Grandt Line.

The brick sheet you can get from H&R today is available in red or white. The white brick is actually a cream color and I left this unpainted for my walls. The contrasting natural brick color along the upper edges was painted with Floquil Tuscan and Boxcar Red. The brick is actually ⅛-inch scale, but brick sheet is available in various scales. These sheets could even be used in N scale for large bricks. In HO scale the bricks come close to the smalller bricks once made in various areas, including the Clear Creek region of Colorado.

The stairway castings are available from Central Valley and Grandt Line. Suitable windows, doors, roofing, and nut/bolt/washer castings are available from both Campbell and Grandt Line. Grandt Line also has decorative brick cornice castings.

The Union Hotel was my first departure form straight kit buildings and started me on scratch-building. Give it a try if one of your model towns needs an inn for travelers.

The Narrow Gauge SCENE



by Charlie Getz

Photos by the author

PASSENGER CARS OF THE RIO GRANDE
Part 8: The Readers *Really* React

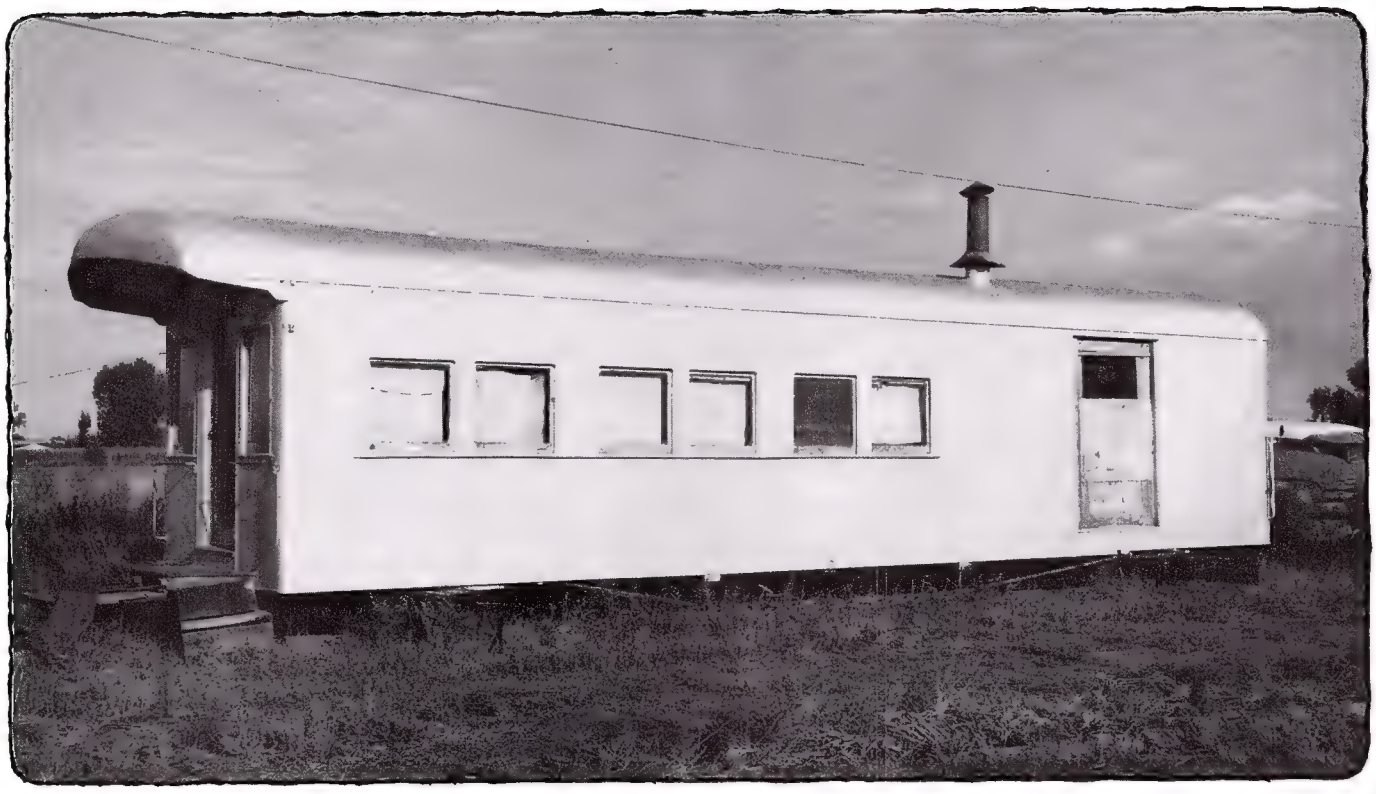
My apologies to those of you who are expecting a welcome respite from my seemingly never-ending series on Rio Grande narrow gauge passenger cars. My promised column on telephone and telegraph lines will appear soon. However, my tag line – "Write if the mood strikes" – has suddenly brought in many more responses than usual. Following "Part 6: The Pullman Cars" (January/February), information on these and other classes of Rio Grande cars came flowing in.

A number of readers, including Hans Banzinger of Switzerland, reminded me that the reason information on these narrow gauge sleeping cars is so complicated is that most of these cars belonged to Pullman and thus do not appear on Rio Grande rosters. Further, these cars often moved from one railroad to another and had different names at different times. I received a wealth of data on the Pullman cars from (in alphabetical order) Tom Armstrong, Henry Bender, John Derr, George Pitchard, and John Robinson. George notes that his information was compiled with considerable help from a number of sources including Bob Wagner and Ralph Barger (via Jackson Thode).

There were twelve Pullman sleeping cars assigned to the Rio Grande in 1880-1881 with four more being added in 1882. In 1883, two more cars were added, as well as six sleeper-buffet cars. The sleeper-buffet cars were six feet longer than the "standard" sleepers. George notes that these buffets were not true dining cars because they did not have tables and chairs, nor were meals prepared on board. Apparently "meals" were in the form of sandwiches, snacks, and coffee served on small detachable tables.

These cars, being owned by Pullman, had their own porters and ran in all of the long distance narrow gauge trains such as those on the the Denver-Silverton, Denver-Salt Lake, and Denver-Santa Fe runs. There were generally three or four of these cars on a train. On the Rio Grande, it was

Ex-Rio Grande Pullman car on the Unitah Railway in 1938 at Mack, Colorado. *Photo by Roy F. Blackburn, courtesy of Henry Bender.*



This photo of Unitah Railway #50 was taken in 1965 on the east side of Grand Junction, Colorado. *Photo by Henry Bender.*

not uncommon for a Pullman car assigned to another narrow gauge road to be pressed into service when there was unexpected traffic.

As I noted in Part 6, the standard-gauging of the Denver-Salt Lake line in 1890 spelled the doom of these cars. Four went to Mexico that year. Ten more of them went to Mexico in 1898-1901. The remaining cars were used in declining numbers on the rest of the Rio Grande's narrow gauge lines from 1898 to the last recorded operation of one of these cars in 1902.

Apparently three of these cars ended up on the Unitah Railway. Henry Bender, author of *The Unitah Railway* (Howell-North, Berkeley, California, 1970), wrote to say that the steel-sheeted Combine #50 currently at the Colorado Railroad Museum is – in all probability – a former Pullman car. Six of the Pullman cars ended up on the Colorado & Southern narrow gauge, one of them being business car #910. Another three were wrecked on the Rio Grande and one was destroyed in a spectacular fire in 1881 on the Denver, South Park & Pacific. Two eventually ended up on the Nevada-California-Oregon Railway. Finally, another one ended up on the Silverton Northern.

A series of "tourist sleeping cars" were also built by Pullman in 1899 and numbered #461 through #470. Four of these cars were sold to the Colorado & Northwestern (later the Denver, Boulder & Western) and three went to the Western Union Telegraph Company around 1919. Three were acquired by the Rio Grande in 1933 and were numbered 0250, 0251, and 0252. Number 0250 survived the scrapper's torch and is now at the Colorado Railroad Museum in Western Union livery.

Finally, the emigrant sleeping cars were, as I reported, constructed by the Rio Grande and, according to John Derr, were initially numbered 102 to 107. They were renumbered 451 to 456 in 1885. The photo on page 57 of the January/February 1989 **GAZETTE** shows one of these cars, whereas the photo on page 58 of that issue shows coach #291 built by Jackson & Sharpe in 1880 or 1881, and later converted into outfit car #0291. My caption speculated that it may have once been a Pullman car – it was not. Nearly all of the railroad-built emigrant cars ended their days as outfit cars. Only one of the Pullman cars finally became a Rio Grande car – the SALT LAKE, a buffet-sleeper, was renamed the OURAY in 1899 and was wrecked on the Rio Grande in 1901. It was subsequently converted into the parlor car OURAY.

Greg Kumler would like to borrow any photos of Rio Grande Coach #292. He owns this car which is currently sitting in Silverton, Colorado. Send photos or information to me in care of the **GAZETTE**.

Ronald Gagnon chastised me somewhat for not mentioning the four-door baggage cars. He is correct – I should have mentioned them, but I deliberately left them out because I was concentrating on the more modern history of these cars. A number of the early classes of baggage cars sported four (or sometimes two) doors and were flat-roofed. The flat-roofed, four-door baggage cars were rebuilt or phased out early enough that only a period modeler would be interested in them.

Mo Mechling sent in data on RGS passenger cars and I have enough data for another installment on non-Rio Grande passenger equipment. If there is sufficient interest, let me know, RGS, C&S fans – what do you think?

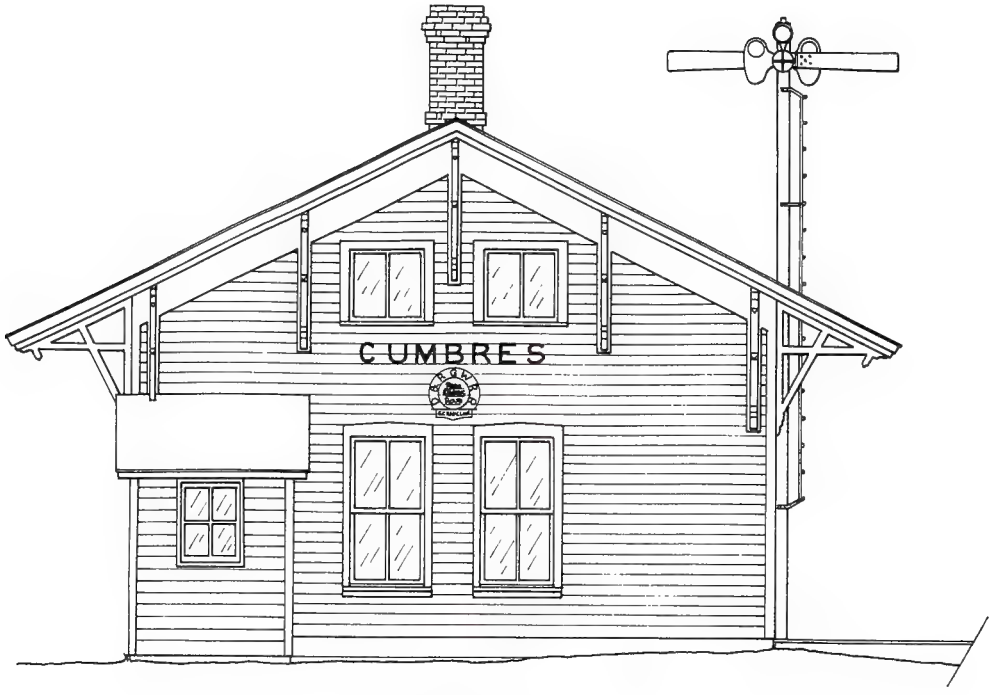
Otherwise, look for a new topic next time. With some – but not much – hesitation, I invite you to write . . . if the mood strikes.

Charlie

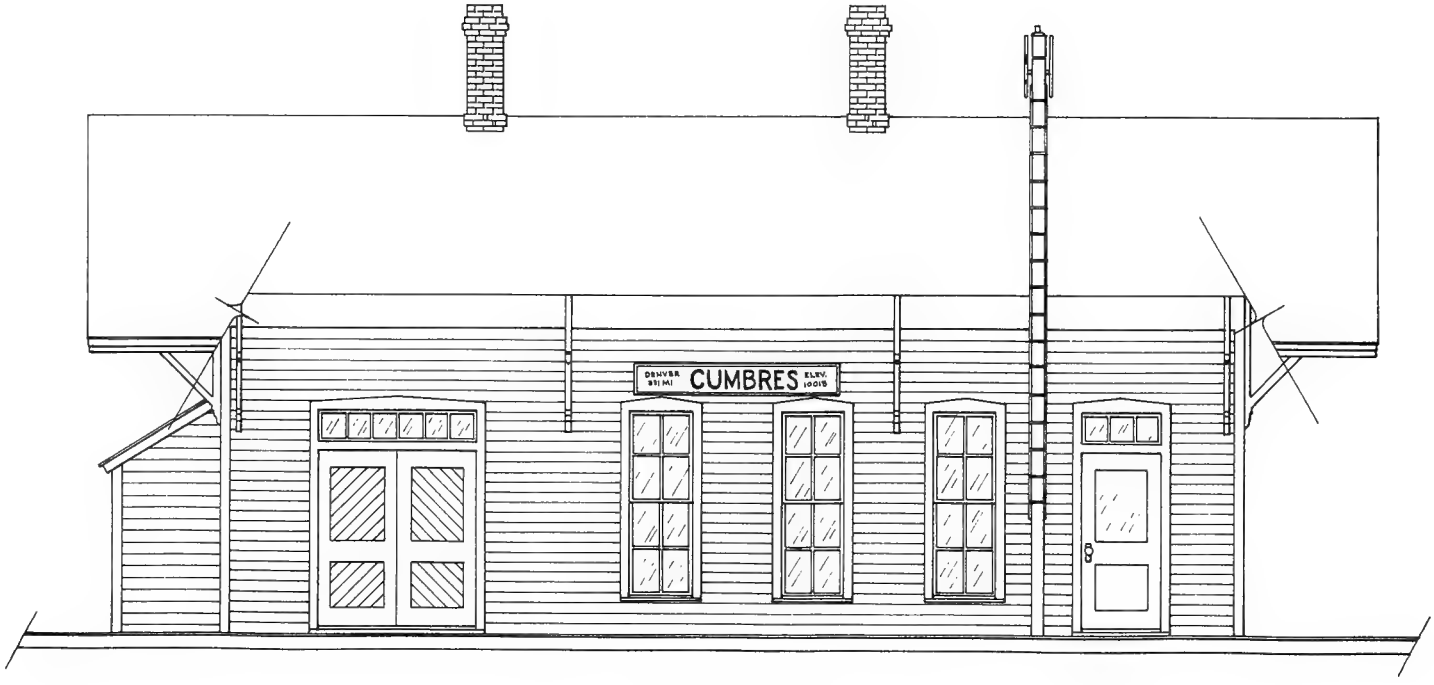
THE CUMBRES STATION

BY W. J. EWELL

HO SCALE



EAST END



NORTH SIDE

DENVER & RIO GRANDE WESTERN RAILROAD

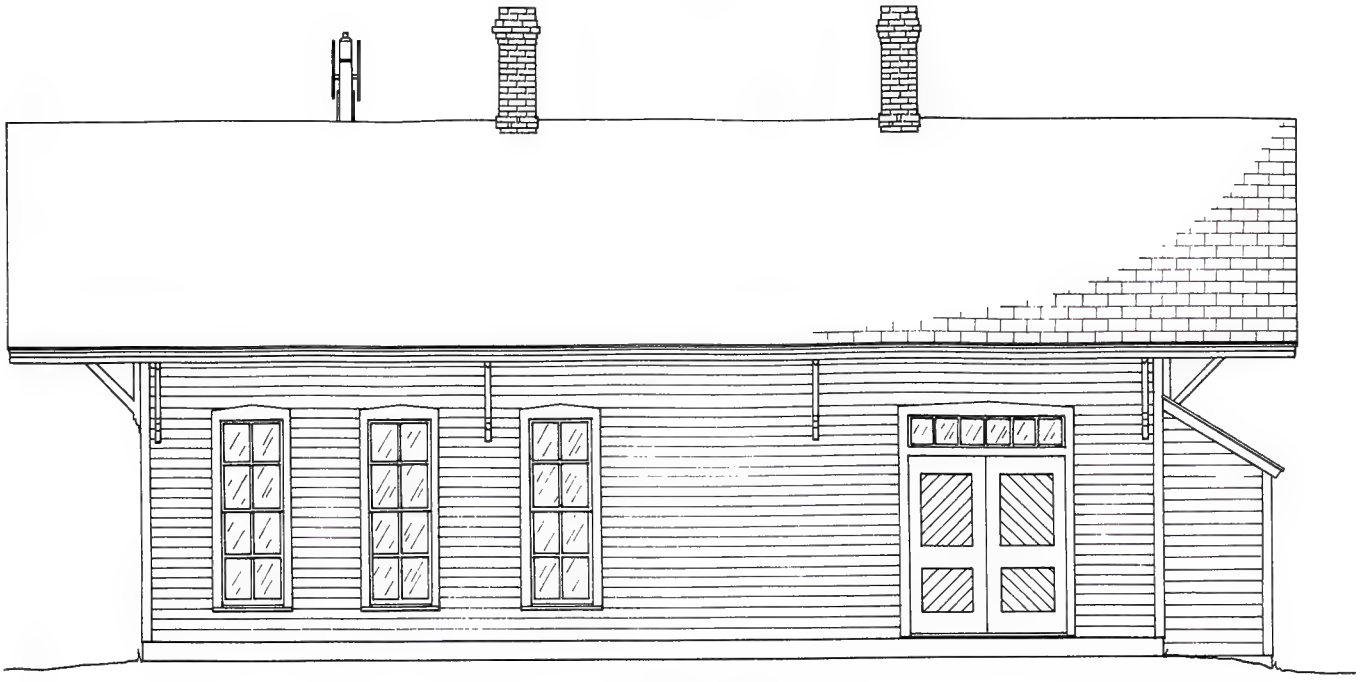
CUMBRES STATION

SAN JUAN ENGINEERING

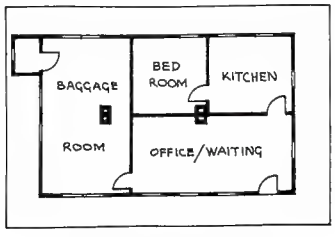
HISTORICAL NOTE

THE CUMBRES STATION WAS BUILT ABOUT THE TIME THE ORIGINAL ALAMOSA-DURANGO LINE WAS COMPLETED THROUGH TO CHAMA IN 1881. IT LASTED UNTIL 1954 VIRTUALLY UNCHANGED FROM ITS ORIGINAL FACADE. TRAVELLERS WELCOMED THE STOP AFTER EITHER THE CLIMB FROM CHAMA OR THE LOS PINOS VALLEY. BETWEEN TRAINS IT WAS A BEAUTIFUL LONELY SPOT WHICH MARKED MAN'S CONQUEST OF THE MOUNTAINS.

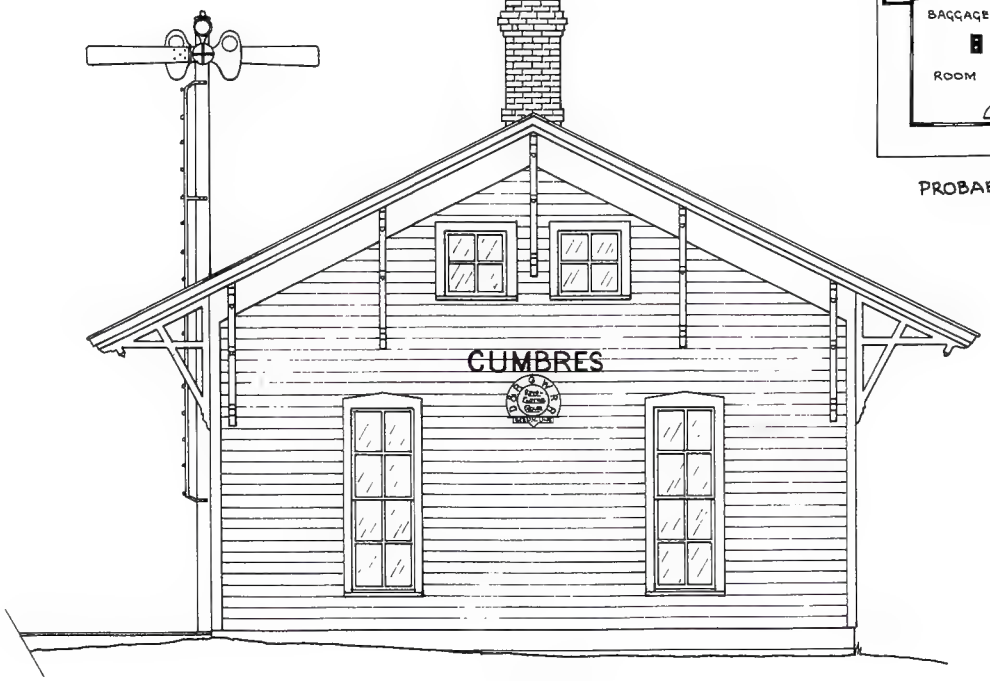
HO SCALE



SOUTH SIDE



PROBABLE FLOOR PLAN

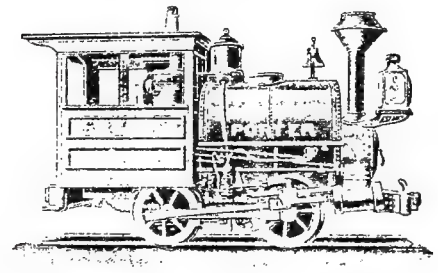


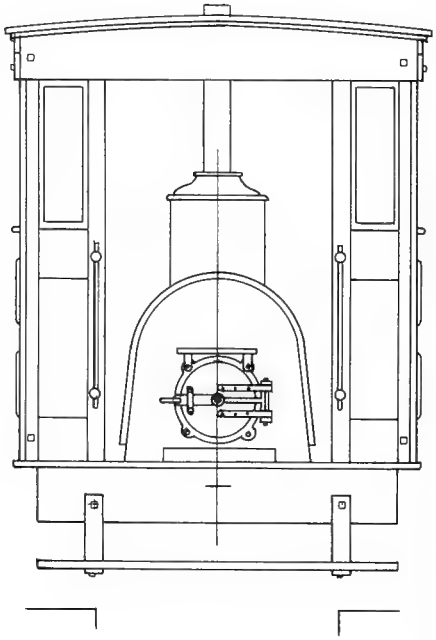
WEST END

The MODELMAKERS NOTEBOOK

by Al Armitage

This illustration from page 26 of the 1889 H. K. Porter Catalog inspired Bob Stephens to build his ⅜-inch scale Stillwater Mills #2.





⅜-Inch Scale Narrow Gauge Logging Locomotives

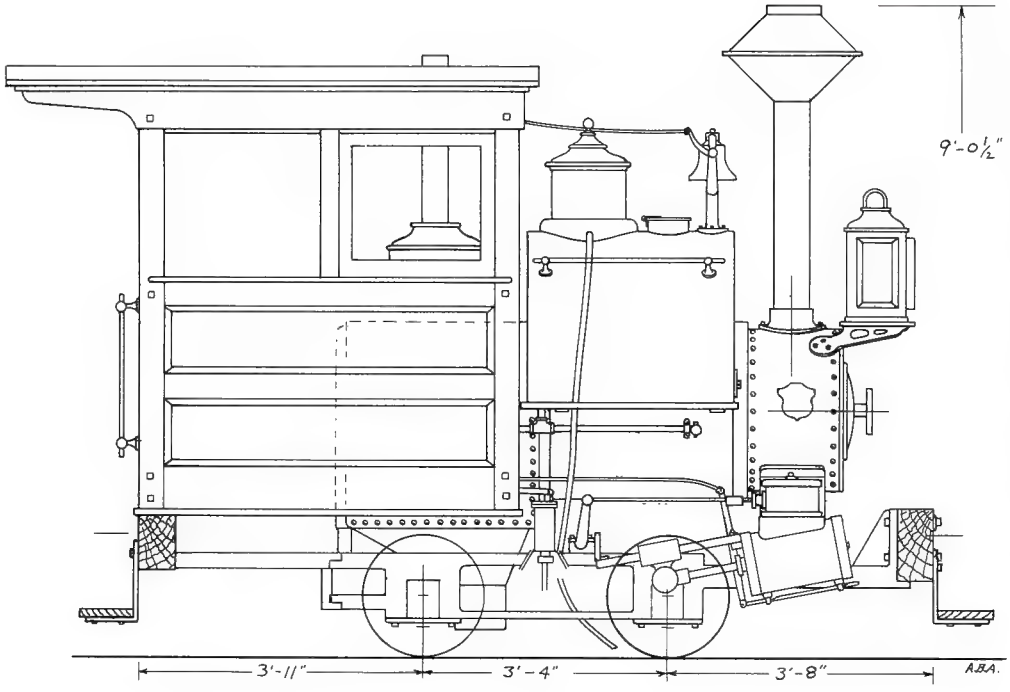
It might raise your hackles a bit if someone referred to your railroad models as "cute," but, by golly, like it or not, the tiny teapots described in this article *are* cute. They're small, they're unique, and they have the same kind of appeal as puppies and kittens – and I'm a pushover for both.

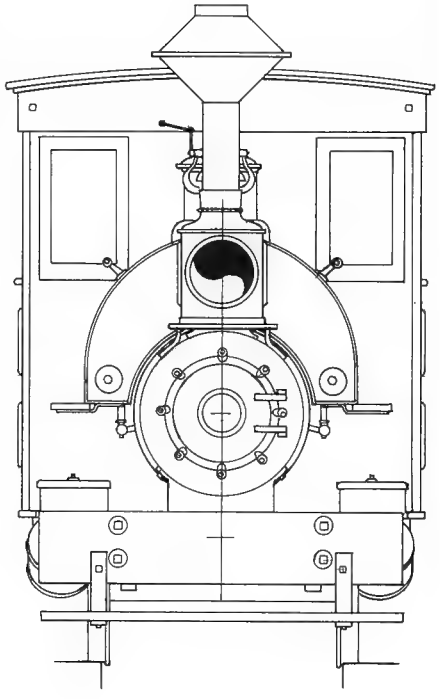
Not long ago Bob Stephens was building all his models in ½-inch scale. However, he came to realize that ⅜-inch was a more practical size for an indoor pike. It's big enough to allow a high level of detailing yet it doesn't require as much space as ½-inch, especially for structures, etc.

The first result was the two ⅜-inch scale locomotives shown in the photos. (See the side bar on page 74 for Bob's description of these models). They are based on H.K. Porter prototypes, but like most of his models

A 6-TON 0-4-0 "PORTER"

BY AL ARMITAGE
SCALE: ⅜-INCH = 1 FOOT



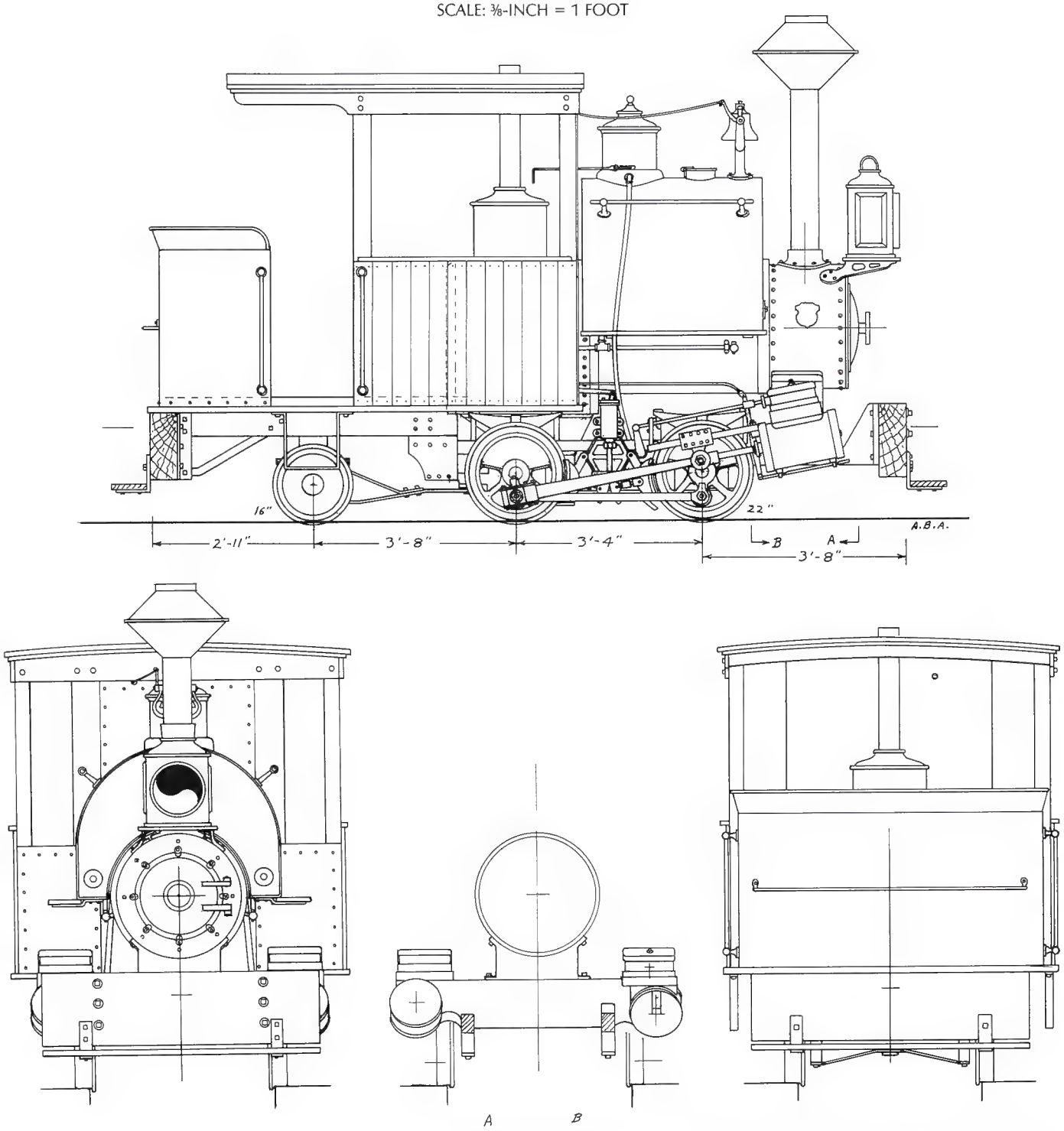


are really freelanced. Designed to run on standard O gauge track, they were built-up using commercially available ¼-inch scale parts wherever possible – mostly from Grandt Line's 18-ton Porter kit. In ⅜-inch scale, O gauge track works out to be almost on the nose for meter gauge. True, meter gauge is not very prototypical for American railroads. But there are a number of advantages. Bob can use commercial ready-laid track on his layout and O gauge wheel sets on all his rolling stock.

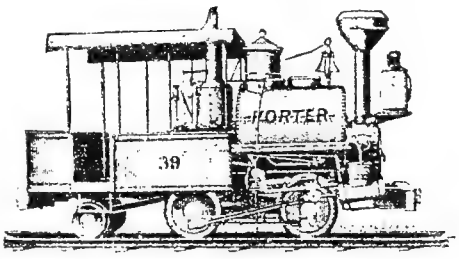
It's an interesting concept, but consider this: the drivers, being ¼-inch scale, are only about 4 scale inches thick in ⅜-inch scale, whereas the the prototype drivers would be nearer 6 inches thick. This means that these engines will not operate properly on commercial turnouts made to NMRA standards – the flangeways are too wide. You can use commercial track but you'll have to make your own frogs with tighter clearances to get good operation, and you'll have to do the same for guard rails.

A 7-TON 0-4-2 "PORTER"

BY AL ARMITAGE
SCALE: ⅜-INCH = 1 FOOT



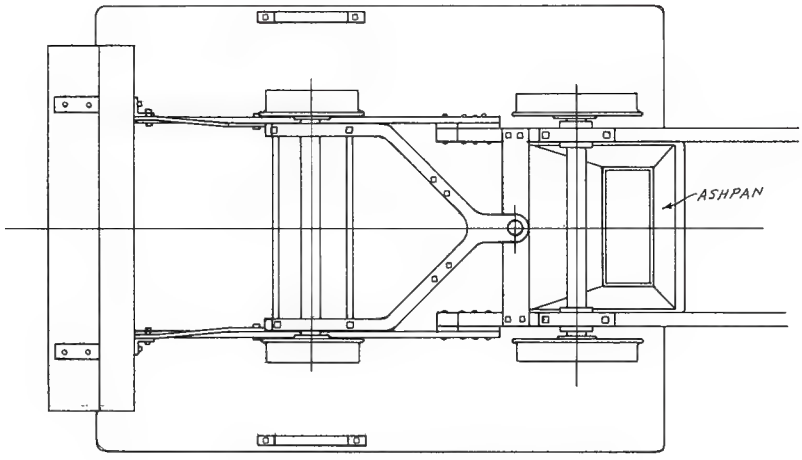
This illustration from page 39 of the 1889 H. K. Porter Catalog inspired Bob Stephens to build his ⅜-inch scale Stillwater Mills #3.



As noted above, Bob used Grandt Line 18-ton Porter kits as the basis for his locomotives. I would like to thank the folks at Grandt Line for also supplying the scale drawings that I used in designing the two locomotives in my plans. There are a number of differences between the locomotives I drew and the Grandt Line kit. As well as changing the gauge, Bob had to fabricate new center sections for the cylinders and saddle. Rear frame extensions also had to be made up from styrene. The saddle tanks were fabricated from plastic. If you model one of these locomotives you could use either wood or plastic for the cab.

A 7-TON 0-4-2 "PORTER"

BY AL ARMITAGE
SCALE: ⅜ INCH = 1 FOOT



BOTTOM VIEW

Some Notes on Building a Pair of ⅜-Inch Scale "Porters"

by Robert Stephens
Photos by the author

I really enjoyed building these little ⅜-inch scale "Porters." Their frames and mechanisms were built using parts from On3 Grandt Line 18-ton Porter kits. I widened the frames, axles and drivers, and cylinders out to O gauge, a task so easy that each frame conversion required only one evening. For power, I used 4:1 gear towers, 1516 micro motors, with a 41:1 gear reduction, giving a final gear reduction of 160:1. The motors simply lay in the bottoms of the boilers and are glued in line with the gear tower sockets and ball joints. With this gear and motor arrangement my locomotives operate very slowly and realistically on my Stillwater Mills track.

The cabs were built from upright brass posts soldered to "L" angles used to attach the cabs to the floors. The roofs are made up of brass framing. Thin birch model airplane plywood was used for all of the wood parts on the cabs.

I used the Grandt Line Porter boilers and cut them down in length. The top of each boiler was cut out to accomodate the saddle tank. The Grandt Line sand domes and filler hatches were also used. Both the diamond stacks and headlights are O scale Precision Scale Company castings.

The backhead details are mostly from the Grandt Line backhead kit, but also include some PSC detail parts. There are light bulbs in the fireboxes to simulate fires, and the firebox doors are hinged on model airplane flap hinges that allow me to open them.

All of the "metal" parts of these engines were weathered with a mixture of flat oil paint and flat hobby paint, mixed with thinner. While this wash was still wet, the "metal" was dusted with a fine powder of real rust. This rust seemed to fuse with the wet paint and it will not come off – just like real rust on sheet metal or iron. The wood parts were washed with a very thin mixture of grey and white paint. Rust was then rubbed into the wet paint. Next, nail holes and cracks were added along with all of the various nut/bolt/washer castings.

Dry transfer lettering was used on the models. The rags are toilet paper soaked in white glue, left to dry, and then colored. The hand tools are from CHB and Evergreen Hill Designs. The saws and peaveys are from an Evergreen Hills Designs kit and the large shovel and hammer are by MRC Tamiya.

There is a wide choice of commercially available detail parts such as stacks, domes, lights, etc. so these models can be detailed to your taste and time frame.

I've shown two styles of valve chambers in my drawings. On the 0-4-0, they are horizontal (as they are on Bob's models). Bob had to either make new chambers or succeed in cutting off the ones from the Grandt Line cylinders and remount them. This seems like a lot of work so on the drawing of the 0-4-2, I used the Grandt Line cylinders as molded with the valve stem inclined like the piston rod.

According to Bob, the cab on his 0-4-2 was rebuilt after a wreck. His other engine has a "factory" cab. If you wanted a matched pair, you could use the factory cab on both. Also if you want to get really detailed you will put on ashpans as included in my drawings. They will hardly show, but you might as well be prototypical when you can.

I'm not clear on just how Bob made his frame extensions, but the ones I designed seem logical. I have shown details of the one for the 0-4-2. The trailing truck could be just an O gauge lead truck or a simple homemade one. Bob used Kadee O gauge couplers on his locomotives, but link and pin type couplers might be more authentic, depending on what period you model.

If this large scale interests you, consider this: Bob used only hand tools to build both of these locomotives – for most modelers that's a big plus. If you are concerned about building American prototypes in meter gauge, you could just as easily build the engines for true 3-foot gauge instead. The only differences would be in the axles, and the cylinder and frame spacing. All the other dimensions would remain the same. However, you won't be able to use commercial O gauge track or wheels.

I rather like this concept of ⅜-inch scale, especially for indoor logging railroads. In many instances, logging pikes were small outfits, so they can realistically be modeled in a limited space. With the exception of a town or sawmill, few if any structures are necessary, and there is no real reason you would have to model these in three dimensional form – they could be painted on the backdrop as part of the scenery. If ⅜-inch scale sounds interesting to you, give it some thought.

AL —o

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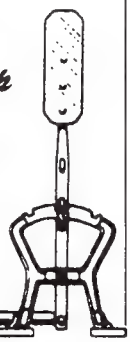

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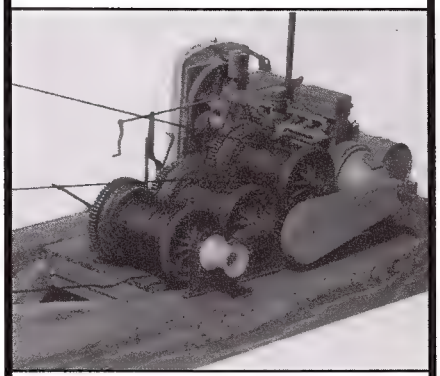

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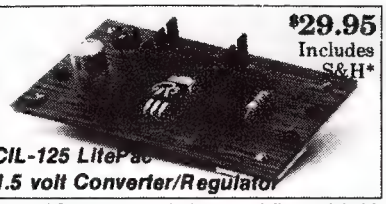

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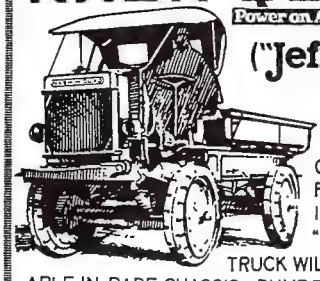

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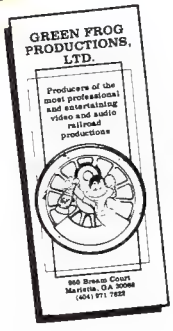
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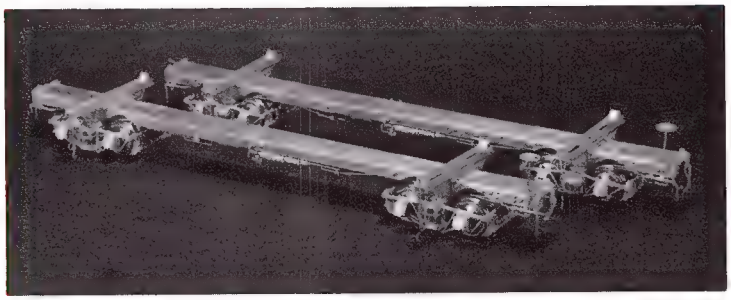

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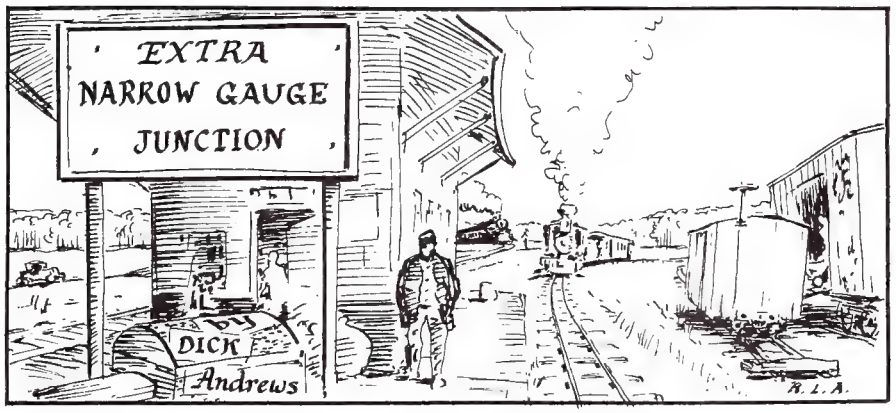


by Dick Andrews
Photos by the Author

Perhaps the most unusual feature of the Maine 2-footers was simply that they were so successful. Each did a fine job of community services on top of various types of freight hauling. None was abandoned earlier than 1929, when all-weather paved roads had already seriously cut into business. None was widened to standard gauge. (Indeed, the standard guage Maine Central was delighted to own the profitable Bridgton & Saco River and the Sandy River & Rangeley Lakes and kept them just as they were.)

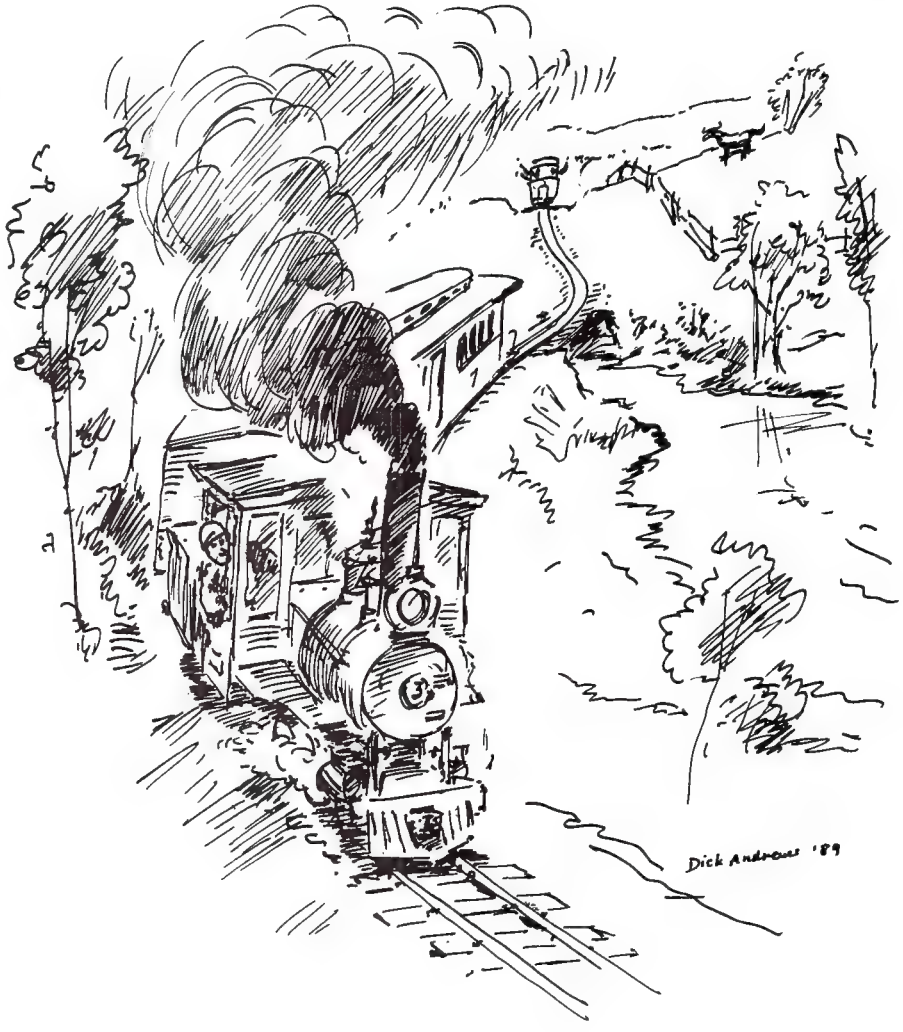
Part of the fun of these 2-footers was that each had its own character – and none had so much "character" as the Wiscasset, Waterville & Farmington. No other 2-footer was more involved with on-line community services such as mail, express parcels, and passengers. The importance of the WW&F to the community and its high standards of service are shown by the fact that the WW&F kept its working Railway Post Office to the end of operations while the B&SR and the SR&RL lost theirs permanently in the 1918 manpower shortage.

The history of the WW&F is quite complex and if you want more information than I have presented here, I recommend two excellent books: *Structures of the Maine Two-Footers, Vol. 1* by Peter Barney (available from Sandy River Car Shops, South Dartmouth, Massachusetts); and *Two Feet to Tidewater* by Robert Jones and David Register (Pruett, Boulder, Colorado, 1987). Briefly, the WW&F did not start out to be a local pike. When ground was broken in 1894, the plan was for the then Wiscasset & Quebec to reach a "Canadian connection" upstate, and bring export products from Quebec down to Wiscasset's ice-free harbor. This early line only got as far Burnham where it would have had to cross the Maine Central's line to Bangor – there the Maine Central blocked the crossing. That ended dreams of carloads of Canadian wheat being shipped from Wiscassett, but the little line went on to try to connect with the Sandy River line at Farmington, changing its name to the Wiscasset, Waterville & Farmington Railroad Company. Predictably, it soon ran afoul of other Maine Central tentacles, and it never reached Farmington or connected with the Sandy River line.

Finally, however, the pike got lucky. It was bought by Carson Peck, an able chain store executive who reorganized it as the Wiscasset, Waterville & Farmington *Railway* Company, and made it pay as a local service pike.

In its operation, the WW&F was similar in many ways to the East Tennessee & Western North Carolina. The operating center of the road was Wiscassett, where it interchanged passengers and mail and some freight with the Maine Central's Rockland branch. The shops were there and all extra trains were dispatched from there. However, the far end of the line was the point where the "daily mixed" started out each morning and returned each night. And that train was a rail fan's delight – a snappy combination of a mail train (running on time was a must) and a peddlar freight. One of the special items handled by the "daily mixed" was milk and cream, picked up in cans at every station and delivered to the Turner Center Creamery at Wiscasset. The insulated car carrying the milk and cream was spotted on a siding behind the creamery building. What made this a little unusual was that both siding and the building were on pilings over water.

A miniature version of the *Great Locomotive Chase* occurred in connection with the WW&F's brisk mixed train. I suppose the two mail clerks working the RPO knew that this contract meant a good deal to the road. (It kept the scheduled runs in steam so that the line did not have to resort to rail cars as the lines that carried mail in "closed pouches" did.) Nevertheless, the two mail clerks began getting a little later each day in getting to the train at Albion, thus delaying



departure. One morning they were later than ever, and engineer Earl Keef whistled off without them.

Imagine the consternation at the house where the clerks boarded when they heard the train leave without them. A steam train tells the whole valley what it's doing, how fast it's doing it, and even how the engineer feels about it all. Those clerks had to be on that train when it got to Wiscasset, or they would lose their jobs. Somehow they got into their clothes, got their Ford Model T cranked up, and took off after the train.

They hoped that Earl had stopped long enough at China to pick up a carload of hay. He had not. The train had left China by the time they got there. They roared on to Palermo, always a busy stop with extra "head end" business, and saw Earl making smoke as they got there. In desperation, they took a short cut throught the woods by an old logging road to beat the train to Weeks Mills. They saw engine smoke as they neared the depot but when they pulled up, the train had just left.

But superintendant Sewell's Model T Ford rail car was on a siding at Weeks Mills, and they swapped Fords. Now they were at least on the railroad itself. Perhaps they never would have caught up to Earl since he was a noted "ballast scorcher," but that day he had to stop at Windsor to cool a hot box. Finally, at Windsor they were able to enter their RPO compartment in the combine, and get to work sorting mail as if they had been in it when it left Albion.

Today the old WW&F grade is not easy to spot – much of it is hidden by brush and trees that have sprung up since the last wheel rolled in 1933. For that reason the best time to look for it is right after the first light snow of the season sprinkles the landscape and highlights hidden grades amongst the trees. Last year my friend and 2-foot gauge historian, Fourtin Powell, and I made a standing date to follow the road by car with a camera as soon as the first snow arrived. We met at Wiscasset and went down to where the road began at Whaleship Wharf. Nearby we found one of the only WW&F stations left – some noble souls have bought the little Sheepscot station down to Wiscasset and restored it (Photo 1).

Photo 2 shows Wiscasset's "trademark," the two grounded four-masted schooners HESPER and LUTHER LITTLE, which now do not have four masts between them. These approximately 200-foot schooners were built in the last great wooden shipbuilding boom, during World War I, when ships were in great demand – even wooden schooners. The inevitable "bust" that followed the war left many such fine and nearly new schooners swinging at anchor

Map 1. The Wiscasset Waterfront
(Numbers indicate sites from which the photos were taken.)

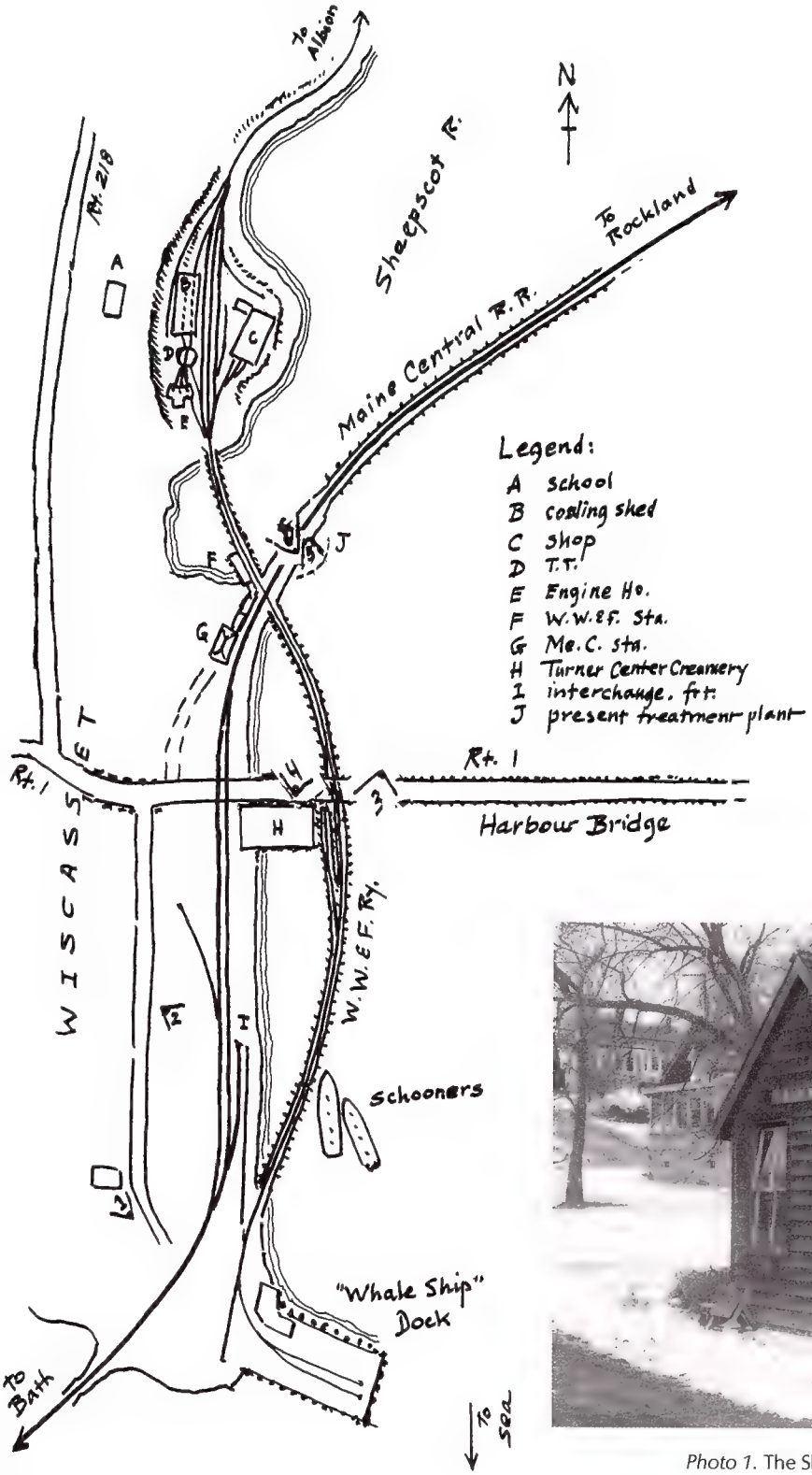


Photo 1. The Sheepscot Station is now in Wiscasset.

Photo 2. Grounded schooners near Whaleship Wharf at Wiscasset.

in various harbors on the Maine coast, available for the proverbial "song." A late owner of the WW&F had these two towed around to Wiscasset from Portland for reasons that remain unclear. Nevertheless, it was schooners like these that brought coal up from Virginia, and tied up at Whaleship Wharf to discharge it into WW&F cars for hauling to a woolen mill at North Vassalboro.

The bridge across the Sheepscot River at Wiscasset was on pilings, and was at the exact same level as the long trestle built along the Wiscasset waterfront by the WW&F. Thus U.S. Highway Route #1 crossed a 2-foot gauge railroad at grade – over water. Photo 3 was taken from the grade of the new and higher bridge. The Turner Center Creamery and its over-water siding are at the right. The old schooners are in the center and you can see some remains of the WW&F piling that ran to the freight interchange and dock.

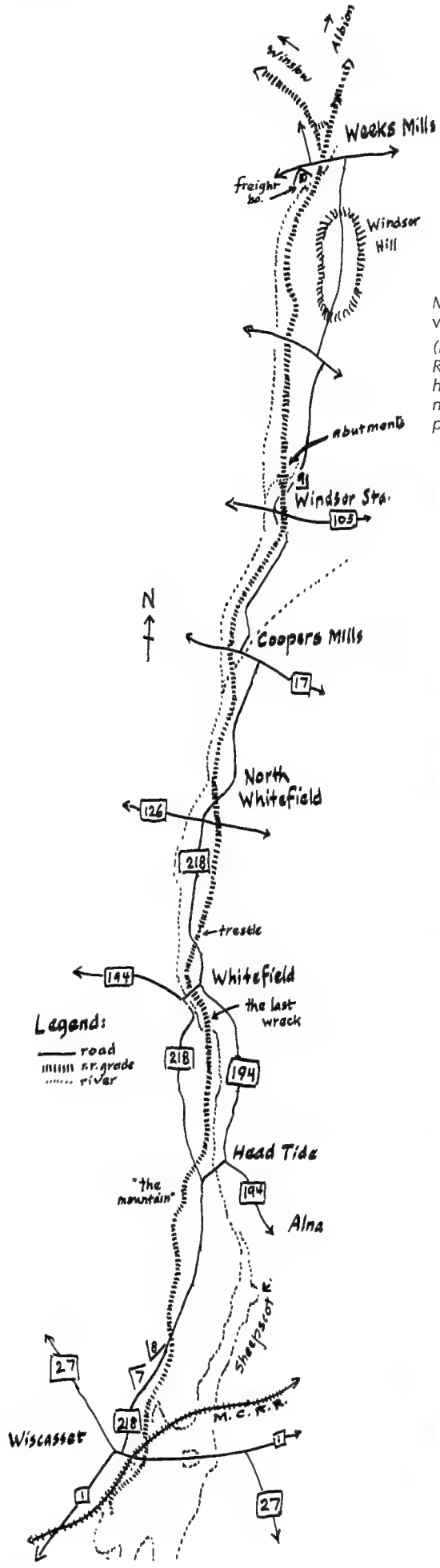
Photo 4 was taken from the same spot as Photo 3, I just turned around and faced north. The narrow gauge trestle pilings run north to their crossing with the Maine Central, where some filling has been done

Photo 3. The Turner Center Creamery and WW&F pilings at Wiscasset.

Photo 4. Remains of the WW&F pilings north of the creamery.

Photo 5. WW&F pilings remain near the new harbor bridge at Wiscasset.

Photo 6. The WW&F shops were at the foot of this school yard.



Map 2. Following the Wiscasset, Waterville and Farmington Grade Today.

(M.C.R.R. indicates the Main Central Railroad. The numbers in boxes are highway route numbers. The other numbers indicate sites from which the photos were taken.)

– the modern buildings in the background belong to a sewage treatment plant. The crossing was to their left. Photo 5 shows these same trestle piles from the other end, looking south. The great ridge of land from the steel bridge to the telephone pole in the foreground is the new fill, and beyond that the creamery roof and the schooner masts just barely show.

The last view we took of Wiscasset is in Photo 6 which shows the old yard north of the crossing. In the foreground is the Maine Central track. The building above the old yard is the school which seems to have added to its yard with some fill. The WW&F track ran off along the shore at the right before it swung inland.

Fourtin and I next set out to follow the line up country. We took Route 218 out of Wiscasset and looked for the railroad grade

Photo 7. The WW&F grade off Route 218 north of Wiscasett.

Photo 8. A WW&F bridge bent near Route 218 crossing.

Photo 9. Well-preserved WW&F bridge abutments near Windsor Station.

Photo 10. The WW&F freight house at Weeks Mills.

to appear on the right not far below the road. We found it as shown in Photo 7. Further on the road dips down and the narrow gauge roadbed crosses obliquely to the left. Here we found the trestle bent shown in Photo 8. The late David Register, a great WW&F fan told me a story about this crossing. When he was a small boy, he wanted very much to ride the line. Finally his father agreed to buy him a ticket as far as Head Tide, and planned to meet David there in his car. David got on the train and Mr. Register took off up Route 218. He really stepped on the gas, to be sure he got there on time. Mr. Register never reckoned that Earl Keef would get his train rolling so fast that it could beat him to the grade crossing. So there was Earl really "getting a wheel on her" to make it up a grade beyond that crossing and little David back in Combine #7 which was scuttling along at the end of the train. Suddenly David looked out at the road as they crossed it and saw his father standing on his brake so as not to slam right into the side of the combine.

North of Head Tide one can parallel the old WW&F grade by staying on Route 218 or branching off onto Route 194 for a bit. North of Whitefield, the grade crosses the Sheepscot river and just beyond that is the site of the last wreck on the road. It was on June 15, 1933. Earl was headed south with the "morning mixed." Number 8 was the engine, a Portland 0-4-4T, she had been #3 on the Bridgton line, and later #3 on the Kennebec Central. On this fateful June day she jumped the iron, the little train stopped abruptly, and that was the end of operations on the WW&F. No order ever came to clean up this minor wreck and resume operations.

Above Whitefield is a timber trestle that can just be seen from the road. The road and railroad grade intertwine and at Route 17, our handy Route 218 ended. Here we jogged left into Coopers Mills and took a right on an unnumbered road in order to continue north. Just north of Windsor Station, the site of the end of the WW&F's version of the *Great Locomotive Chase*, we came to some fine stone abutments and a short span (Photo 9).

A climb up over Windsor Hill gave us a panoramic view of the surrounding area, and then we dropped down to another cross road. We turned left, crossed a stream (still the Sheepscot River), went up a rise and we were in Weeks Mills. Here the WW&F branch to Winslow started. Photo 10 shows the old freight house, which still stands just south of the road crossing.

Next time we'll continue our trip to Albion with a side trip to see if anything is left of the Winslow branch.

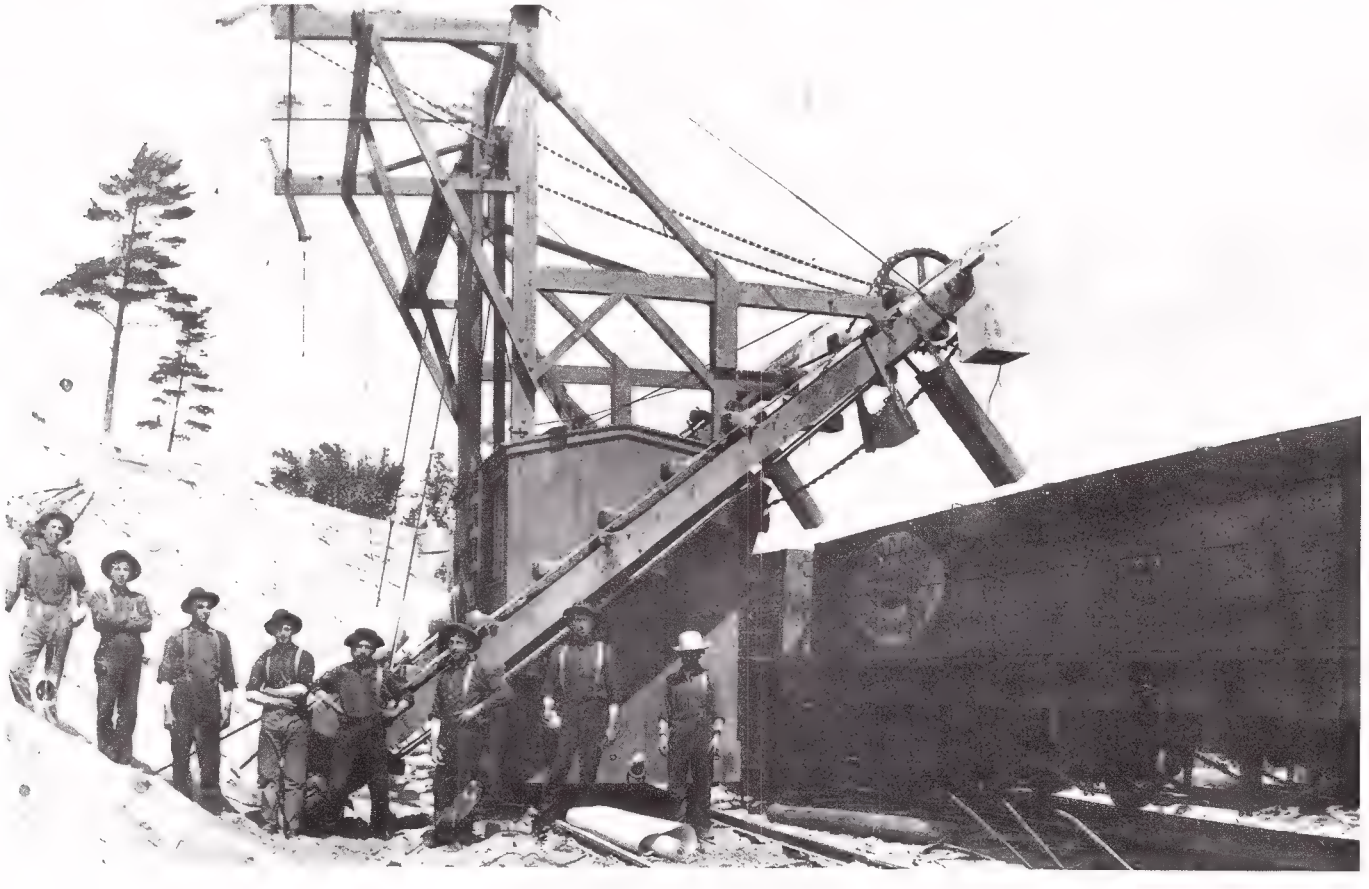
Dick

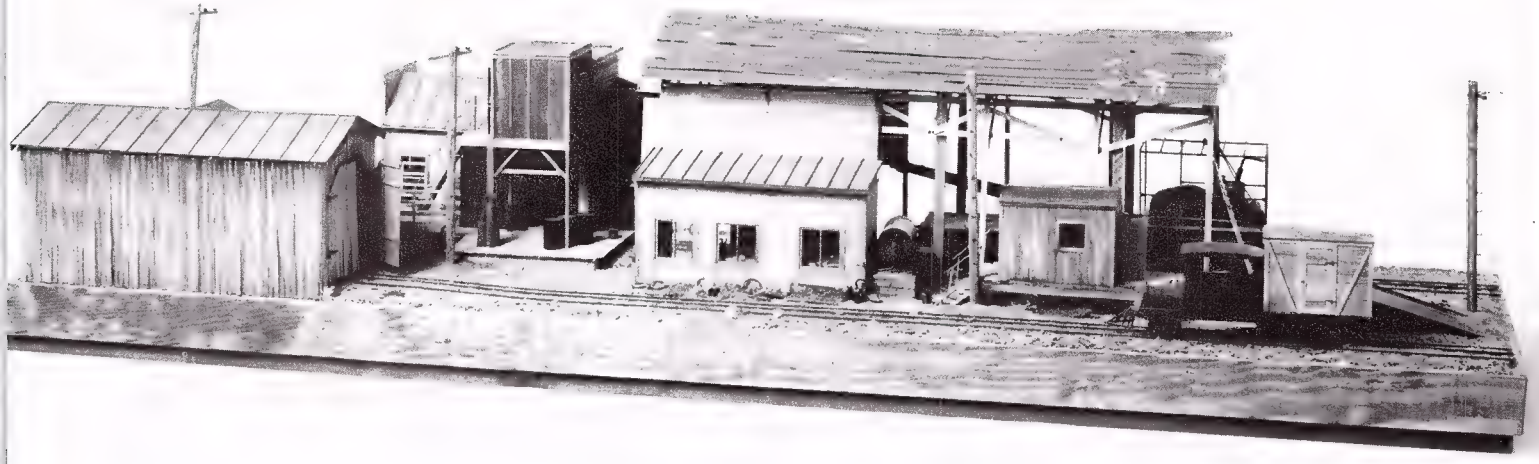
GAZETTE GALLERY

Edited by Gene Deimling

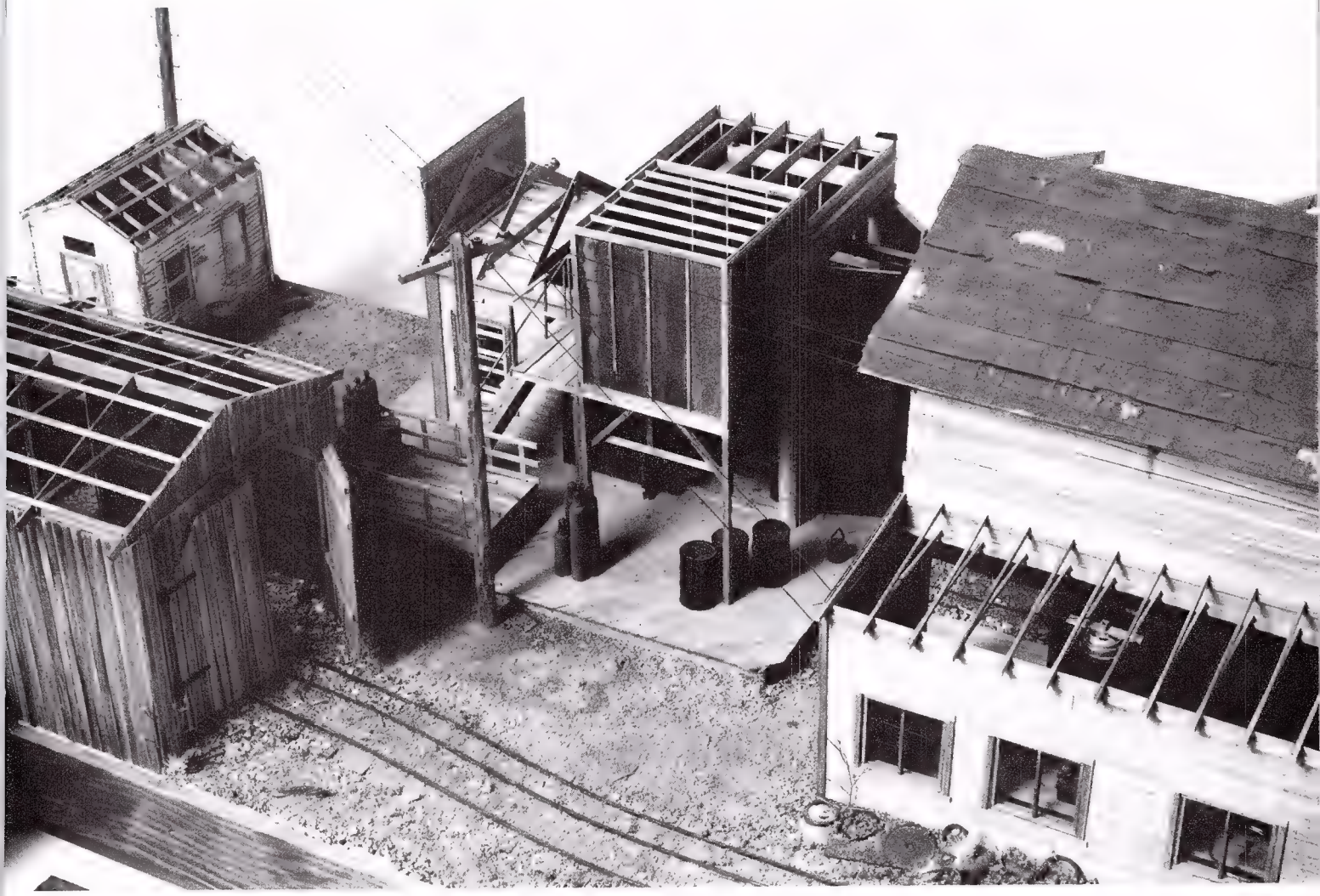
A Virginia & Truckee mixed train is shown passing through Carson City, Nevada in August 1948. The steel baggage/RPO came from the Southern Pacific and is coupled to coach/combine #18. *Photo by D.D. Trent.*

Loaders were similar to unloaders (see page 32) but differed in important respects. This loader is bucketing sand at Manistee, Michigan, near the turn of the century. *Photo, collection of Irv Schulz.*





This display was built by Tad Dowdy in 1:35 scale. All of the structures and details are scratch-built and are beautifully weathered. The display features both 2-foot and 42-inch gauge track. The model won First Place - Structures at a recent Mid-Continent Region, NMRA Convention. *Photo by Dave Halpern.*



Bert Ward photographed a five-car San Juan train being pulled out of Alamosa, Colorado by K-28 #473 on July 12, 1946. The train was bound for Durango. *Photo, collection of Ted Wurm.*

This photo taken on August 10, 1940, shows the San Juan changing engines at Antonito, Colorado. The smoke behind the station comes from a locomotive waiting to take a train down to Santa Fe, New Mexico. *Photo by Bill Pennington, collection of Ted Wurm.*

Written on the back of this photo is: "Device to keep track from sliding downhill under severe braking." The photo was taken in 1926 on the Shaver Lake Branch of the San Joaquin & Eastern Railroad. *Photo, collection of Ted Wurm.*

The Mid-Continent Railway Museum, North Freedom, Wisconsin, has acquired this standard gauge Shay from the former Sawer Goodman Lumber Company. The locomotive was built in 1909 and weighs 28 tons. The museum plans to restore the engine. *Photo by Denis A. Sequin.*

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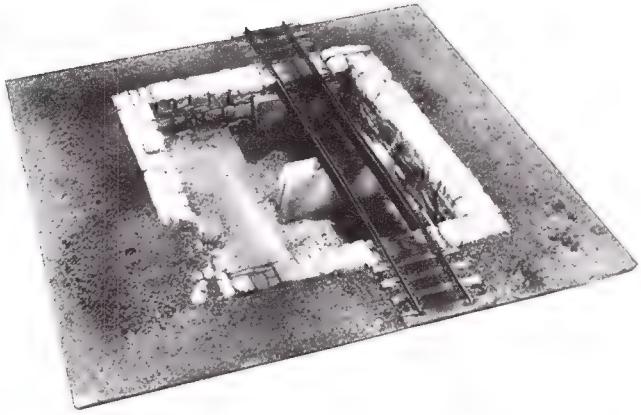

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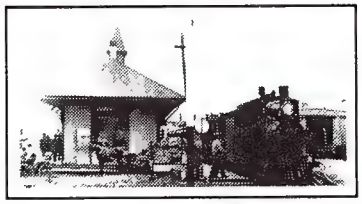

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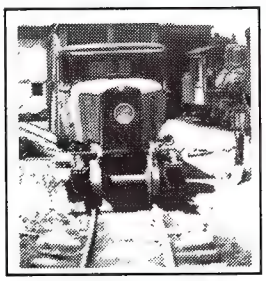

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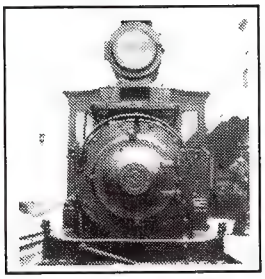

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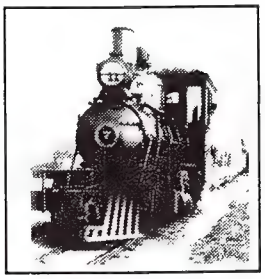

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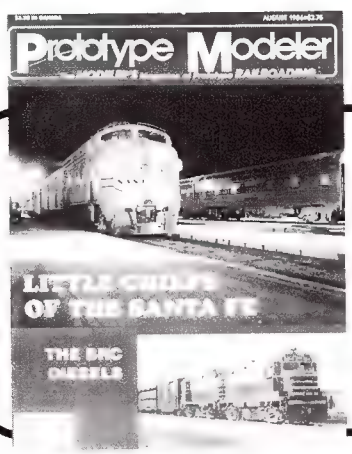

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BOOK REVIEWS

The World of L.G.B.: 20 Years of L.G.B., by Ernst Paul Lehmann Patentwerk, 1988. Softcover, illus. 147 pages, $6.09 plus UPS. (Available at your local dealer, or failing that, in the U.S.A. send a request with your street address to the LGB Depot, 6444 Nancy Ridge Road, San Diego, CA 92121 and they will send you the catalog UPS collect.)

This new L.G.B. catalog is so beautiful that I decided to mention it here in the new book section. Since I don't read German I am delighted to see this English translation by Randy Schwind (the catalog is also available in German). The 147 over-sized pages are filled with color photos and data about the latest L.G.B. equipment. There are photos of each car and engine available as well as (in many cases) their prototypes. There are also many photos of both indoor and outdoor layouts. Of special interest are the photos of the U.S. prototype equipment L.G.B is bringing out. *Bob Brown.*

Chama to Cumbres With a Little Chili, compiled by Richard L. Dorman, Volume Three. R.D. Publications, 934 Old Taos Hwy., Santa Fe, MN, 1988. Hardcover, illus., 206 pages, $33.95 plus $2.50 postage and handling.

This is the third in a set of five books Richard Dorman is putting together about the Denver & Rio Grande narrow gauge and the Rio Grande Southern. It is my favorite in the series, so far. This book covers the familiar line between Chama, New Mexico and Antonito, Colorado. The "Little Chili" part of the title refers to the Rio Grande's narrow gauge line from Antonito down to Santa Fe, New Mexico, known as the Chili Line. I was amazed at what I learned reading this book. Did you know that there were once covered turntables and coaling stations at Cumbres and Osier? Do you want photos of the oil-loading facility at Chama? Did you know that in the early days there was a coaling station in Chama where the gondolas were run up on a trestle? Want to know the snow measurements for Chama from 1909 to 1937? Need track plans for Chama or a plan for the station? What about track plans for other points along the way such as Osier, Antonito, Espanola, Santa Fe, Cumbres, and Cresco Tank? This book is full of such information. There are several fine paintings by Jim Finnell, Dave Etchells, and Jan Rons, and many pen and ink sketches. I really enjoyed seeing the line that I have ridden so many times and hope to ride again at the next Narrow Gauge Convention. This new book connects the present day Cumbres & Toltec Scenic Railroad with its past through photos, drawings, and personal anecdotes. *Bob Brown.*

Cane Train - The Sugar-Cane Railways of Fiji, by Peter Dyer and Peter Hodge, New Zealand Railway & Locomotive Society, Inc., P.O. Box 5134, Wellington, New Zealand. Hardcover, illus., 184 pages, $50.00 (NZ).

In 1961 the New Zealand Railway & Locomotive Society published *Balloon Stacks and Sugar Cane* which told the story of the 2-foot gauge sugar-cane railways of Fiji as they were in the 1950s. This new book brings the story into the 1980s with much more historical information and a re-written text. It is really a combination sequel and revision of *Balloon Stacks.* There are 128 photos, 20 maps, 30 scale drawings of equipment, complete rosters, and an index. The book is full of photos of tiny engines both steam and Diesel. If you missed *Balloon Stacks,* don't miss *Cane Train. Bob Brown.*

The Short Line Doodlebug - Galloping Geese and Other Railcritters, by Edmund Keilty, Interurban Press, P.O. Box 6444, Glendale, CA 91205, 1988. Hardcover, illus., 152 pages, $32.95 plus $2.00 postage in U.S.A.

This new book is the third in a trilogy on railcars by the author. The first was *Interurbans Without Wires,* published by Interurban Press in 1979. The second was *Doodlebug Country,* also published by Interurban but I do not have a date. This new book is an alphabetical listing, by state, of U.S. railcars. For each state there is a brief description of the railroads that used railcars, and several photos of railcars that ran in that state. There is also a roster of railcars, listing road numbers, builders, dates, engine and drive, body type, length and weight, disposition, and notes and comments. The author acknowledges that the lists are not complete, nevertheless, the book is full of wonderful railcars and railbuses. Some are weird and some are wonderful. There are several regular highway buses converted to rail service. I have my eye on one of these for Tuolumne Forks. There are little homemade "uglies" and many old Model T Fords pressed into rail service by desperate railroads. There is even a four-wheel Brill trolley pressed into service as a gasoline railcar. Of course there are also magnificent railcars by professional builders, but fortunately not too many. So if you are looking for ideas for a new railcar or railbus, check out this information-packed book. *Bob Brown.*

VIDEO REVIEWS

Ghost Train, Skyfire, P.O. Box 9900, Reno, NV 89507. Seventy-three minutes, narration, stereo/hi-fi sound, background music. VHS or BETA, $49.95.

Skyfire has been producing professional aircraft and aviation videotapes for many years; *Ghost Train* is its first railroad production. I enjoyed this tape. It is beautifully filmed and put together, full of nostalgia and smoke and all the other things we like about trains. Mostly about the Nevada Northern, the tape starts with a quick review of how the west was settled and the need for trains. It then shifts to the Virginia & Truckee at the present day Carson City Rail Museum in Carson City, Nevada. There are wonderful pictures of the restored V&T engines. Some points about railroad operations are explained as the engines run back and forth. The narrator does call the turntable a "turnstile" but this doesn't really detract from tape. The Nevada Northern is considered by some to be the most intact steam railroad in the United States. It was given to the City of Ely, Nevada, by Kennecott Copper, just as it stood when the railroad shut down in 1983. There are many photos of their Baldwin 4-6-0 #40 which in another error by the narrator is called a 4-0-6-0. Number 40 had been completely overhauled many years ago and stored in a shed so she is in beautiful condition. There are many interviews with old-timers who used to operate on the road, and several vintage movies showing #40 in earlier days. The line is now operated as a railroad museum with 9-mile runs up to Copper Flat.

This tape has many shots of the unusual equipment at Ely such as slag metal cars, a rotary snow plow, scale-testing cars, and wooden dump cars. The shops and offices are all shown. The tape covers a ride up the line and then a second ride to Copper Flat as Ely celebrates its birthday. The ride is photographed in the cab, on the pilot, on the boiler, and off the train. It's really good entertainment and worth seeing. *Bob Brown.*

Otto Perry's Rio Grande Southern, Sundy River Productions, P.O. Box 565, Concord, MA 01742. About 2 hours, narration, background music, VHS or BETA, $69.95 postage paid in U.S.A.

If you're a Colorado railfan and haven't seen this tape, shame on you! This new tape is a vast storehouse of photos of the RGS. It contains two hours of color and black and white run-bys, interspersed with interviews with local residents and retired train crews. There are also interviews with (and narration by) some of the narrow gauge greats like Bob Richardson, Jackson Thode, and Richard Kindig. Most of the tape is in color and was filmed in the last days of the line just before it was torn up in 1951. There are several tear-jerking shots of this process.

The tape is divided into types of traffic. There are many shots of the lumber trains and some of the lumber lines that served the RGS. There are shots of stock trains, and several wonderful views of the famous Galloping Geese railcars. Some of the photos are in black and white and show pre-war trains. The tape is a record of Otto Perry's 10-year effort to record the RGS on film for all of us to see – it is part of his legacy. *Bob Brown.*

Steaming Up Tamalpais, Cris Chater, 251 Reed St., Mill Valley, CA 94941. Twenty-five minutes, including both color and black and white, narration, background music. VHS. $25.00 plus $2.50 shipping. (Also available for rental).

This tape is about the Mt. Tamalpais and Muir Woods Railroad, often called "the crookedest railroad in the world." Ted Wurm and Al Graves used that epithet as the title of their history of the railroad (revised edition Trans-Anglo, Glendale 1983). This little standard gauge line ran from the base of Mt. Tamalpais, north of San Francisco, to the summit of the mountain, where travelers could rest and be refreshed at a tavern, hike around the mountain, or just enjoy the magnificent view. The hiking trails and the views are still there, but the taverns (there were several over the years) have all burned down. The railroad also had a branch to Muir Woods and the still popular grove of giant redwood trees.

Completed in 1896, the right-of-way up the mountain had 281 curves (the total degrees added up to 42 complete circles) along its 8½ mile length. The grade was 6 percent and the trains were pulled by Heislers and Shays, stopping for photos at a double bow knot curve. When passengers were ready to come down the mountain they rode in open trains of four-wheel gravity cars much like roller coaster cars. These trains were controlled by a gripman who kept the cars at a steady 12 mph by counting the two-second intervals between rail clicks.

This tape shows all of this and more. Narrated by Robert Smith, brakeman on the line in 1928-29, it includes black and white films of the Shays in Mill Valley operating over some of the three-rail track that once ran there. There are movies of a ride down the line in a gravity car. There are stills of old photos and postcards. There are interviews with elderly residents of Mill Valley and with more members of train crews. There are even some color shots showing a Shay on the Roaring Camp & Big Trees line in Felton, California.

By 1925 the growing popularity of automobiles as a way to get to the summit of Mt. Tamalpais was reducing passengers. In 1929 a forest fire swept the side of the mountain, severely damaging the railroad – the combination of misfortunes was too much, and the last train ran in 1930. The tape ends with several seconds of views of modern autos whizzing up the road to the top of the mountain – a sad comparison between the steam trains of yesterday and the autos of today. It's too bad the line was abandoned – it could make a fortune today. This is a wonderful videotape of one of my favorite lines – don't miss it. *Bob Brown.*

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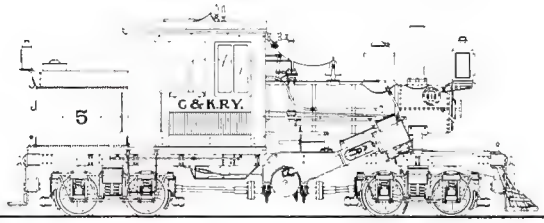

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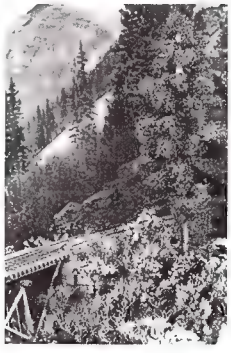

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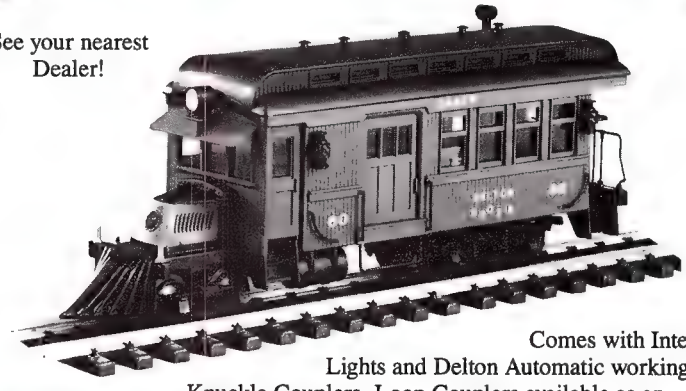

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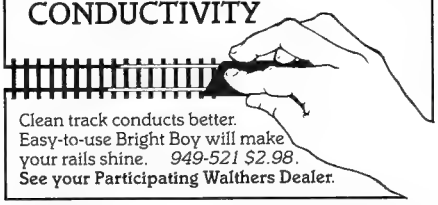

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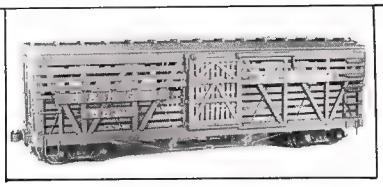

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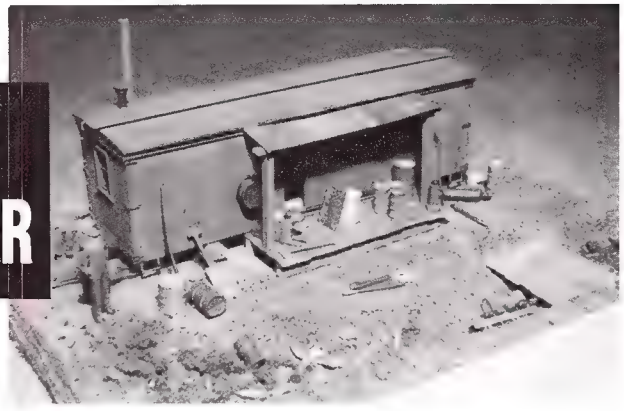

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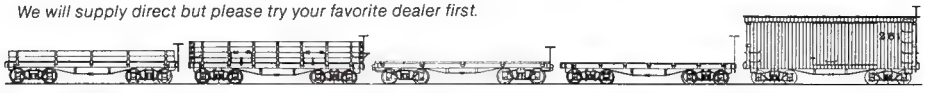

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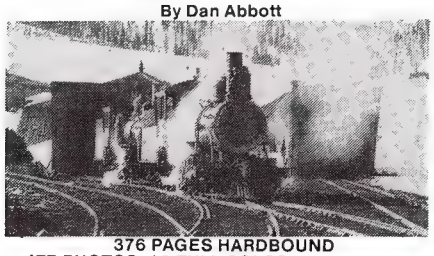

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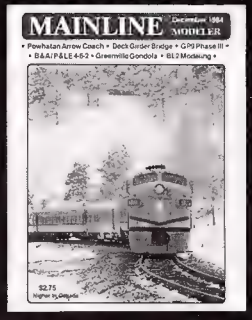

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WANTED: White Metal spin casting machine, vulcanizer, furnace, etc., metal and pourable plastic supplies. Clifford Trogen, 3207 76 Street, Lubbock, TX 79423. 806/795-1127, eves.

WANTED: Tooling for producing N gauge cars and engines. Want sources for small gears, motors, etc. for producing N Gauge engines. Clifford Trogen, 3207 76 Street, Lubbock, TX 79423. 806/795-1127, eves.

WANTED: Alpine Engine House by South Park Lines, September and November 1975 Gazettes, various Finelines, MT series equipment by CHB. Doug Chaps, 617 W. Lilac Court, Louisville, CO 80027. 303/666-4841.

PK002 - C&Sng Boxes 8025, 7722 now at Caboose, Trainmaster, Coronado, Custom Railway Supply (CoSpr) or direct 4.99 + 1.00 P&H. Also our regular line of plans for C&S freight equipment, detail parts and custom building services (review this issue). See you at Durango. SSAE for list. The C&S Connection, 17879 Black Squirrel Rd., Co. Springs, CO 80908.

PK006 - has been revised. Original purchasers - present your original set to place purchased for free revised set. The C&S Connection, 17879 Black Squirrel Rd., Co. Springs, CO 80908.

WANTED: PSC HOn3 "White Pass & Yukon" Alco DL535E Diesel. Call in evening after 4:00 p.m. at 801/225-6646. Jim Brookes, 663 North 400 East, Orem, UT 84057.

FOR SALE: Custom built Sn3 rolling stock all kinds. 45 - 65 dollars. Roger Russel, 9880 N. Desert Sky Rd., Tucson, AZ 85737. 602/742-0291.

On3 EQUIPMENT from collection. Brass C-16 Coronado Scale rebuilt drive sound system, 500.00; LMB RGS Galloping Goose 3 tr passenger, 350.00; Westside F&CC Caboose 200.00; kit passenger, box, + flat cars 20.00 to 50.00, everything 1050.00. Mike Nelson, 520 W. Sheldon, Prescott, AZ 86301. work 602/778-3426; home 445-7634.

WANTED: Southern Pacific narrow gauge and Carson & Colorado HOn3 brass engines, rolling stock and passenger equipment. Jeff Maurer, 14520 Village Drive #912, Fontana, CA 92335. 714/823-4432.

WANTED: Following Sn3 brass; PBL Shays #7 #14 #15 FP or FG, K-27 #455 FP or UP, C-19 #40 490's FG, C-16's #271, #268 FP or FG, T-19s n20 #22 #25 FP or FG, tank cars (any), 40' brass caboosese (any). PVC Goose #2, PSC tank cars (any) OV #74, short caboose, rotary. Will buy or trade for On3 or HOn3. The Division Point, 24131 Las Naranjas, Laguna Niguel, CA 92677. 714/495-8012.

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OLD STOCK CERTIFICATES! Catalog plus 3 beautiful certificates $3.95. Also buy. Ken Prag, Box 531NG, Burlingame, CA 94011. 415/566-6400.

FOR SALE: Untouched HOn3 PSC brass kits, D&RGW K-27 no. 453, $275; WSLCo. no. 12 Shay, $225. Daniel Yee, 6522 California St., San Francisco, CA 94121. 415/566-3304, eves.

WANTED: ¼" Scale Models: Yorke, Brick Store DE-103, Comp'ny Housin' Ch-110, Portable Logging Camp House Ch-123: Chooch, 1930's Service Station 6108, 1930's "Fish Hook Floodlight 5125, Ornate Billboards 5155: Gazzano Scale Models figure sets: Renwal "Original Edition" Ford 1940 Sedan... Kits only in "Original" boxes. Premium Prices Paid. Carlo Rossi, 40 St. Elmo Way, San Francisco, CA 94127.

"Denver, South Park & Pacific Modeling Guide," $6. Colorado Central Modeling Guide (8 box, 4 coal, 1 flat car and more) $6. Ron Rudnick, 65 Washington St., #108, Santa Clara, CA 95050.

SWITCHMASTER switch machine $10.25; Trout Creek Eng 28' ATSF box car kit $12.50; Jonan GE 50 ton diesel SP #1 HO $139.95; Ford Railcar HO ptd. $59.95; Flying Zoo Goose #7 freight $165.95; HOn30 mini-land models; Porter 0-4-0 HOn30 $44.95; Baldwin 0-6-0 w/tender $52.95; Sequoia SR&RL turntable kit HOn2/HOn30 $6.95; HOn3 Laws $20.95; Beaver Creek #15 Caboose $62.95. Add $2.00 UPS, CA 6% tax, LSSAE for list, Tom's Shortline Hobbies, P.O. Box 1435, Modesto, CA 95353.

FOR SALE: Lambert C&S 2-6-0 converted into a hypothetical Rio Gande locomotive. This model appeared in the Sept. 1976 issue of the Gazette. Asking $175. Daryl B. Ryder, Box 792, Kotzebue, AK 99752.

COLORADO MIDLAND locomotive decals. 1890-1900 era with multicolor shaded gold lettering and full color tender herald. Complete set $7.00. HO scale. Other C.M. decal sets also available. $1.00 for list. Daryl B. Ryder, Box 792, Kotzebue, AK 99752.

WANTED: HOn3 C-16 #268 basket case to mint. SP HOn3 whale back tender. PFM Omaha 0-6-0, Ma & Pa 2-8-0. Milam 290 So. Santa Rosa, Ave., Modesto, CA 95354.

T.T. GAUGE 0-6-0 steam locomotive. Brass painted black. Highly detailed, $75.00. Michael Burchardt, 860 Colusa St., Chico, CA 95928. 916/343-4832.

CUSTOM BRASS #6 Forney On2 0-4-4 $350; Sunset D&RGW C-16 2-8-0 #278 w/Grandt Drive $500; Kemtron ON3 Shay custom assembled w/Grandt Drive $500; Mike O'Connell, 8547 152nd Ave. N.E., Redmond, WA 98052. 206/881-7725.

WANTED: Unbuilt C.H.B. kits TR-400 CAT, TR-401 winch, TR402 arch. Tony Beuche, 7414 Park Ave. S., Tacoma, WA 98408.

SELL/TRADE: On3 Sunset #74 with sound, TRO $495.00. C-16 #223, new $550.00. PFM Hillcrest climax, new $650.00. Gramps tank car, new $97.50. Kemtron C-16 original with Grandt geared drive and wheelset, 95% completed $325.00. Addam tank cars (2) $95.00 ea. Winters "O" snohomish disconnects (12) $20.00 ea. Grandt goose $135.00. York feed store $40.00, annex $38.00. Other kits and built rolling stock with SSAE. Want O gauge logging, FZ climax Mich-Cal #5, BC log cars. Gary Saty, N. 2400 Wilbur Rd. #17. Spokane, WA 99206. 509/924-6919.

LGB -HOn3, -Z, sell/trade: Small collection of HOn3 pass/rolling stock, some brass. LGB mogul and 4 pass. cars and track. Z marklin collection, small. Want O/On3 logging items. Dealers inquiry invited. Gary Saty, N. 2400 Wilbur Rd. #17. Spokane, WA 99206. 509/924-6919.

WANTED: Protypically correct regauged D&RGW K-37 tender trucks. One pair. HOn3. Daryl B. Ryder, Box 792, Kotzebue, AK 99752.

OUT-OF-PRINT books for sale. Many narrow gauge and logging titles. LSSAE for list. I also purchase books and railroadiana. Gary R. Altschuler, P.O. Box 274-C, Convent Station, NJ 07961.

WANTED: C.H.B. MT-500 Lathe and MT-540 Universal Miller. Darryl Huffman, 12020 Old Seward Highway, Anchorage, AK 99515. 907/345-0355.

MAINE 2-FOOT Modeler newsletter. Prototype and model information. 18 pages per issue. Subscriptions: $12.00 for six issues, $18.00 overseas, Gary Kohler, 13100 Beaver Creek Road, Salem, OH 44460.

RIO GRANDE SOUTHERN timetables or xerox copies, including mimeographed emergency timetables. Info wanted for our reference library files. Also need employe timetables of Salida and Gunnison Divisions of D&RGW. Will trade Colorado rail books if you prefer. Colorado Railroad Museum, Box 10, Golden, CO 80402.

CUSTOM PAINTING: New location. For faster service call or SSAE for price list to Bill Shiverdecker, 43708 N. Heaton Ave., Lancaster, CA 93534. 805/942-2168.

O/On3/Sn3 FOR SALE. LSSAE for listing. O/On3/On2/Sn3 trades considered. Bald-One Locomotive Works, 330 Tenth Ave., Hyde Park, Scranton, PA 18504-2649. 717/346-8053.

TRAIN REGISTERS and other paper operating material of Colorado railroads wanted. We are always looking for items for our reference library. Will buy or we have about 700 railroad books in stock if you prefer to trade. Colorado Railroad Museum, Box 10, Golden, CO 80402.

SERIOUS HOn3 collector purchasing D&RGW, RGS engines. Also want built, ptd. R.T.R. rolling stock, especially work equip. & coaches, some building and mining kits. Bruce Kinkner, P.O. Box 9987, Phoenix, AZ 85068. 602/943-6315.

TRACKSIDE TURF: Super-details scenery! Realistic natural fiber tufts model finescale S, HO and N grasses and weeds. Unwrap, color, and install easily. $3.00 check to Robert Boomsma per package - about 200 clumps - includes North American shipping. Dealer inquiries encouraged. Trackside Turf, 815 Cottage Grove S.E., Grand Rapids, MI 49507.

WANTED: Railroad books, paper collections, cyclopedias, railroadiana, Steve Botan, 19822 Lexington, Huntington Beach, CA 92646.

WANTED - On3: Shays #7, 9, 11, 15 by Precision Scale, small Heisler (Stewarts Point), also want a Hammant/Morgan "Safety Minor" variable transformer, a trainpower, inc. Pacematic throttle (w. ammeter conn.). Jack Muzio, 276 Spring St., Eureka Springs, AR 72632.

FOR SALE: Numerous kits, engines, parts, etc. in HO and On3. Send SSAE for list. Jack Muzio, 276 Spring St., Eureka Springs, AR 72632.

"GAUGE ONE ONLY: Delton, Grandt, MDC, RG&W Shops, Simpson, Shortline Foundry, 2.5, Trackside Details, others. Small shop, good pricing, personal service. Garich Light Transport, P.O. Box 40612, Reno, NV 89504.

HOn3 BRASS: Custom painted WSM; C-25, K-36, K-37. Soho D&RGW coach #319, combine #202. PSC kits; K-28, RGS ten wheeler. Call or SSAE. Bill's Narrow Gauge Shops, 43708 N. Heaton Ave., Lancaster, CA 93534. 805/942-2168.

STRUCTURE KITS: M/M Como Roundhouse set, Timberline Granite Depot, Yorke Poolhall/bordello. Call or SSAE to: Bill's Narrow Gauge Shops, 43708 N. Heaton Ave., Lancaster, CA 93534. 805/942-2168.

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BUY, SELL, or TRADE limited run and out of production HO/HOn3/Sn3 structure and rolling stock kits. Looking for FSM, Model Masterpieces, Timberline, etc. Send LSSAE for my list or send me your list. Shiprock Depot, 714/641-2920. Bill Irwin, 1127 Charleston St., Costa Mesa, CA 92626.

WANTED: HOn2½/HOe rolling stock and locomotives. Rod locomotives, Shays, Climax etc. for creating a South American Short Line Railroad. Equipment must be in excellent condition and well detailed. Top quality scratch built acceptable. Charles Green, P.O. Box 967, Orinda, CA 94563. 415/254-2074, early evenings.

G SCALE: Professional 65 lbs nickel-silver track kit absolutely to scale with all details (nuts, bolts, fishplates, spikes, ties), all to prototype. Track comes pre-drilled in 30' scale sections. Due to scale precision flanges may not exceed NMRA/NEM norms for 1:22.5/1:24 scales (LGB is not compatible: flanges must be turned down). Excellent for your own gauges, like 1.5", and scales (track is code 195). Stub-switches to come. Kit makes 13.35' of complete track. Retail price in Switzerland SFr 146. Parts available. Please write to RG&W-SHOPS, P.O. Box 601, CH-8027 Zurich, Switzerland.

WANTED: NG&SL Gazette back issues. All replies answered. Will buy large set. C. Keith Struckman, 110 W. Marshall St., Ithaca, NY 14850. 607/272-9132.

WESTSIDE LBR. Co. (On3): Shay #10, f/p, PFM sd., light weathering, $1,095; #8 Shay, u/p, $895; Heisler #3, u/p, $775.00. Brass Depot, P.O. Box 16, Fairfax Station, VA 22039; 703/503-9254 betw. 6-11 p.m. east time.

Sn3 BRASS locos by PBL, OVM, PFM; many prof. painted with PFM sound. Also: Custom built and painted freight cars, PBL, etc., misc. items. LSSAE to: Brass Depot, P.O. Box 16, Fairfax Station, VA 22039. 703/503-9254 betw. 6-11 p.m. east time.

FOR SALE/TRADE: Limited Run/out of production Craftsman HO/HOn3 kits. 200 structures (FSM, SS Ltd, Timberline, Chooch, Structure Co., Lytler, Yorke); 475 Freight/Passenger cars (RGM, Ambroid, Labelle, E&B, Tomalco, Central Valley, Quality Craft, Kemtron, Mainline, Silver Streak, Westwood, Varney, Laconia, Durango, Scotia); 60 vehicles (SS Ltd., Walker, Wheel Works); 35 Machinery/Details (RGM, SS Ltd.) Unwanted kits? I'll purchase/trade. SSAE. Jay Cohen, 777 So. Federal Hwy 814, Pompano Beach, FL 33062. 305/941-5990.

On3 OVERLAND C&S #71 new, TRO. Painted, PFM Sound $700.00. PFM II Sound System $150.00. Jerry Pearce, 18618 Woodside, Yelm, WA 98597. 206/894-2587.

OHIO RIVER & Western Ry. info. wanted - general info., drawings, publications, photos, models, etc. W. L. Lawson, 2010 Wessel Court, St. Charles, IL 60174.

CUSTOM BUILT Sn3 rolling stock all kinds for sale, 45.00 to 65.00. Roger Russell, 9880 No. Desert Sky Road, Tucson, AZ 85737. 602/742-0291.

FOR SALE, HO-HOn3, Craftsman kits, builders in Scale, Master Creations, etc. all sold below original sales price. Send SSAE for list or call 707/526-6969 after 6 p.m. George Stefan, 1535 Wimbledon Court, Santa Rosa, CA 95401.

O/On3 LOGGING stuff, shays, Kemtron kits, Kem. log buggies, MG101, log cars, misc. logging kits, SSAE. A. Hetzel, 220 W. Wistaria Ave., Arcadia, CA 91006. 818/574-8460, 6 - 9:30 p.m.

FOR SALE: ½-inch scale, G gauge/LGB track; PSC UTLX frameless narrow gauge tankcars; F/P Gulf blue and F/P silver w/red flying Mobilgas horses $235 each; PSC DR&GW 3000 boxcar F/P $215. Color photos. Victor Savachuk, 113 Walpole St., Dover, MA 02030-0577, 508/785-0788.

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Address Changes, Mailing Lists, Air Mail, and Other Matters

Moving? We want to be the first to know your new address – but we must have your *old* address too, preferably in the form of your old mailing label. It would be nice if you could put your mailing label on the same card or letter with your new address.

Shhh!!! From time to time we sell our mailing list to carefully selected firms who sell products we believe would be of interest to our readers. If you don't want us to sell your name, just drop us a note or put the words "no promo" on your renewal notice the next time you renew.

Overseas subscribers only! Air Mail subscriptions? We still do not offer them. However, if you absolutely *must* get your **GAZETTE** by air mail, send $25.00 extra for the postage and special handling costs. (That's $55.00 total.) We will endeavor to send your **GAZETTE**s by Air Mail until the rates go up again, at which time you must send more money or we will just extend your subscription appropriately and send it by surface mail.

Take a deep breath...

Ahhh . . . remember the smell of fresh picked fruit ripening in the afternoon sun? Peaches, cantaloups, watermelons and assorted vegetables tempting you to pick one up and take a bite! You did huh? Well so did we and it was that memory that inspired our newest offering, MILL CREEK MARKET! Although this little store sits along an abandoned rail spur now days, the old timers remember more prosperous times when the local spotted an occasional box bringing needed staples to this remote farming community. The years have passed. The rails surrendered to the roads but Mill Creek Market survives. With all the flavor and charm of our memories . . .

Designed by noted artist John Bell, Jr. especially for Arkansas Valley Scale Models, MILL CREEK MARKET is a modest size "0" scale structure designed to serve any period you model! The kit contains seventeen highly detailed plastic castings from our own hand crafted patterns! Included are more than forty white metal castings . . . crates and barrels, all the fruit and vegetables, even the punkin's and watermelons! Complete instructions, full size plans, full color dry transfers, advertising signs (not shown in photos), coloring and weathering guide and color photo make up this outstanding kit! Produced in very limited quantities, so order yours today!

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Photos of pilot model. Actual kit may differ slightly. vehicles and figures not included.

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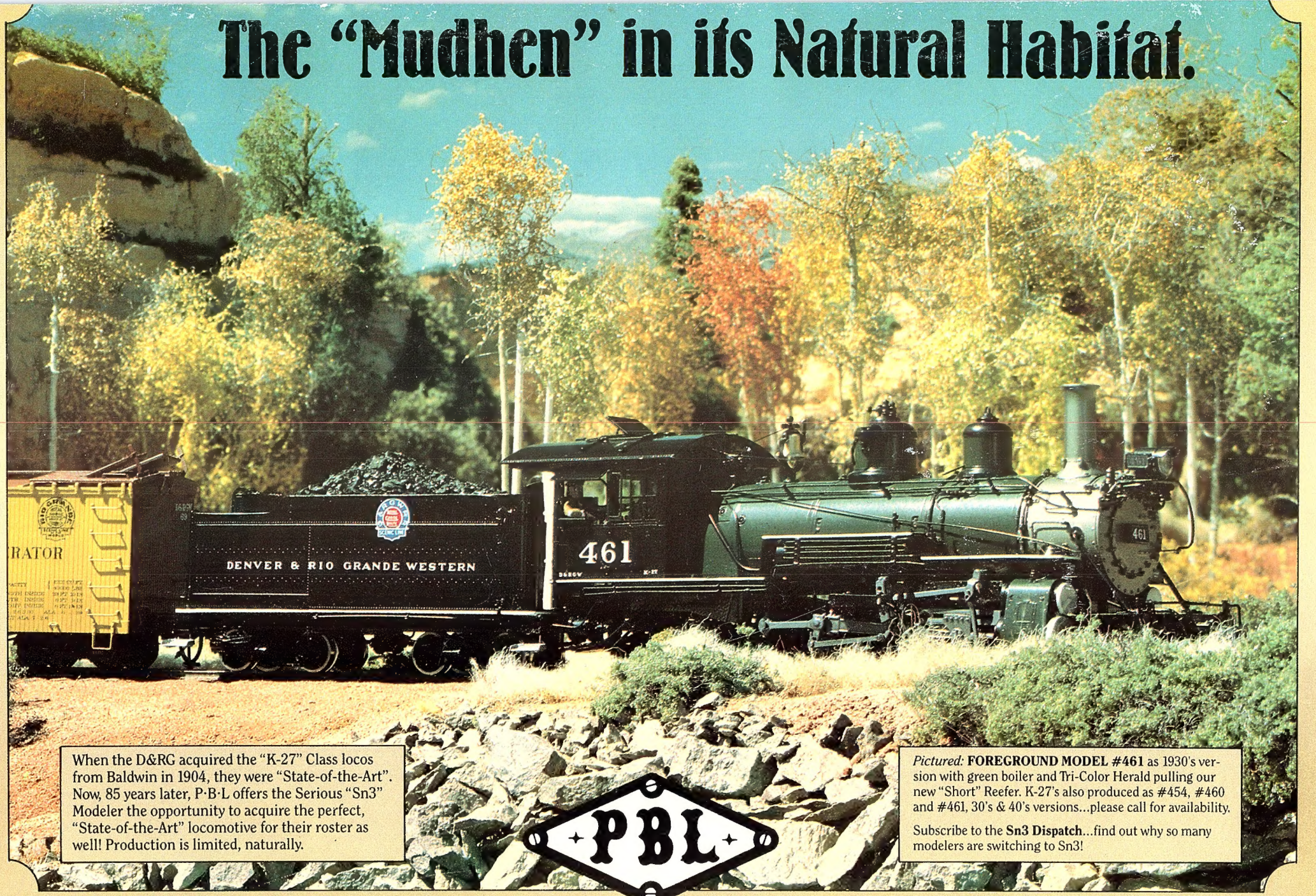
The "Mudhen" in its Natural Habitat.



When the D&RG acquired the "K-27" Class locos from Baldwin in 1904, they were "State-of-the-Art". Now, 85 years later, P·B·L offers the Serious "Sn3" Modeler the opportunity to acquire the perfect, "State-of-the-Art" locomotive for their roster as well! Production is limited, naturally.

PBL

Pictured: **FOREGROUND MODEL #461** as 1930's version with green boiler and Tri-Color Herald pulling our new "Short" Reefer. K-27's also produced as #454, #460 and #461, 30's & 40's versions...please call for availability.

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